

THE  
HONGKONG  
WEEKLY.

ILLUSTRATED.

No. 13,797.

# The China Mail.

ESTABLISHED 1845

Don't Forget

TO ORDER THE

'OVERLAND  
CHINA MAIL.'

BEFORE GOING HOME.

號八廿月六年七零百九千一英

HONGKONG, FRIDAY, JUNE 28, 1907.

日八十月五年未丁

PRICE, \$3.00 Per Month

Intimations.

**THORNE'S  
OLD VAT**



This VAT was started by the late ROBERT THORNE of Glasgow and has been sold as No. 4 since 1891.

**SCOTCH WHISKY.**

PER DOZEN .....\$14.

SOLE AGENTS IN HONGKONG, CHINA AND MANILA.

**A. S. WATSON & Co., Ltd.**

Hongkong, May 1, 1907. 793

**TAI KWONG CO.,**

109, Des Vœux Road Central.

**GASOLINE LAMPS**

and **WELSBACH MANTLES.**

Hongkong, June 14, 1907. 1017

**INSTITUTION OF ENGINEERS  
AND SHIPBUILDERS OF  
HONGKONG.**

**A SMOKING CONCERT**

Will be held in the  
ROOMS OF THE INSTITUTION.

on

**SATURDAY NEXT,**

the 29th instant,

Commencing at 9 p.m.

Members with their friends are CORDI-

ALLY INVITED to attend.

**ALBERT J. ASKEW,**

Secretary and Manager.

Hongkong, June 27, 1907. 1077

LOST.

ON June 18th, off Lai Chi Kok,

**ONE WHITEHEAD**

**TORPEDO.**

The position of the Torpedo is marked

by a small Red Buoy midway between

Chung Hoo Rock and the Western Point

of Stonecutters Island.

A Reward of Fifty Dollars will be paid

for its recovery.

Apply to **H.M.S. TAMAR.**

Hongkong, June 24, 1907. 1051

**COMMERCIAL UNION ASSURANCE**

**COMPANY, LIMITED.**

FROM this date until further notice Mr.

PERCY TESTER has been appointed

ACTING BRANCH MANAGER and

UNDERWRITER of the above Company

for Hongkong and South China.

**W. L. TRENCHARD DAVIS,**

Branch Manager and Underwriter.

Hongkong, June 26, 1907. 1074

NOTICE.

WE beg to give Notice that we have

TAKEN OVER the ASSETS and

LIABILITIES of the EAST ASIATIC

TRADING CO.

The business will be carried on under the

name and style of SCHULDT & CO., at

Hongkong.

HONG NAMES:

**行洋亨元 司公士刺些**

**SCHULDT & CO.,**

No. 2, Connaught Road.

Hongkong, June 24, 1907. 1060

NOTICE.

FROM the First Day of JULY, 1907,

the Business and Responsibility of

the KOWLOON HOTEL will be taken

over by Mr. OWEN ELIAS OWEN. All

monies due to the Hotel before the 1st

July, 1907, are payable to Mr. J. W.

OSBORNE alone.

**J. W. OSBORNE.**

Hongkong, June 20, 1907. 1030

**HONGKONG AND SHANGHAI BANK-**

**ING CORPORATION.**

NOTICE.

INCREASE OF CAPITAL.

**S**HAHOLDERS are reminded that the

FIRST CALL of 215 Sterling per

Share on the NEW ISSUE of SHARES

will be payable on the 1st July next.

For the Hongkong & Shanghai Banking

Corporation,

**J. R. M. SMITH,**

Chief Manager. 1064

NOTICE.

THE INTEREST and RESPONSIBILITY of

the business carried on by him as a SHIP

and GENERAL BROKER under the style of

**E. C. RAY** ceased on the 28th February,

1907.

The business of a Ship and General

Broker carried on by me under the said

style of **'E. C. RAY'** since the 28th

February, 1907, will henceforth be carried

on by me under my own name.

**E. H. RAY.**

Hongkong, June 24, 1907. 1066

Business Notices.

**W. S. BAILEY & CO.**  
ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD

**HONGKONG, CANTON, MACAO  
AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND  
MACAO STEAMBOAT CO., LTD., AND THE CHINA  
NAVIGATION COMPANY, LTD.

**Hongkong-Canton Line.**

s.s. HONAM, 2,383 tons, Captain H. D. Jones.

s.s. POWAN, 2,388 tons, Captain W. A. Valentine.

s.s. FAIRHART, 2,388 tons, Captain C. Lloyd.

s.s. KINSHAM, 1,988 tons, Captain B. Branch.

s.s. BEUNGSHAN, 1,988 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m.

(Saturday Excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).

The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday,

at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday,

Thursday and Saturday, at 5.30 p.m.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the

River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT

COMPANY, LIMITED.

**Hongkong-Macao Line.**

s.s. SUI-AN, 1,651 tons, Captain E. H. Granger.

s.s. SUI-TAI, 1,651 tons, Captain C. F. Morrison.

Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and

at 2 p.m. from the Company's Wharf On Sundays Special Cheap Excursions,

leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m.

The Company also runs a steamer from Macao on Sunday morning at 7.30 a.m. and from

Hongkong at 1 p.m. from the Company's Wharf.

Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

**Canton-Macao Line.**

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-

ATION COMPANY, LTD., AND THE LING-CHINA STEAM NAVIGATION COMPANY, LTD.

**Canton-Wuchow Line.**

s.s. SALNAM, 588 tons, Captain J. Willet. (Laid up).

s.s. NANNING, 588 tons, Captain A. McKinnon.

Two of the above Steamers leave Canton for Wuchow every Monday, Wednesday

and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days

at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin

accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**

10th Floor, MANSION (First Floor), opposite the Hongkong Hotel.

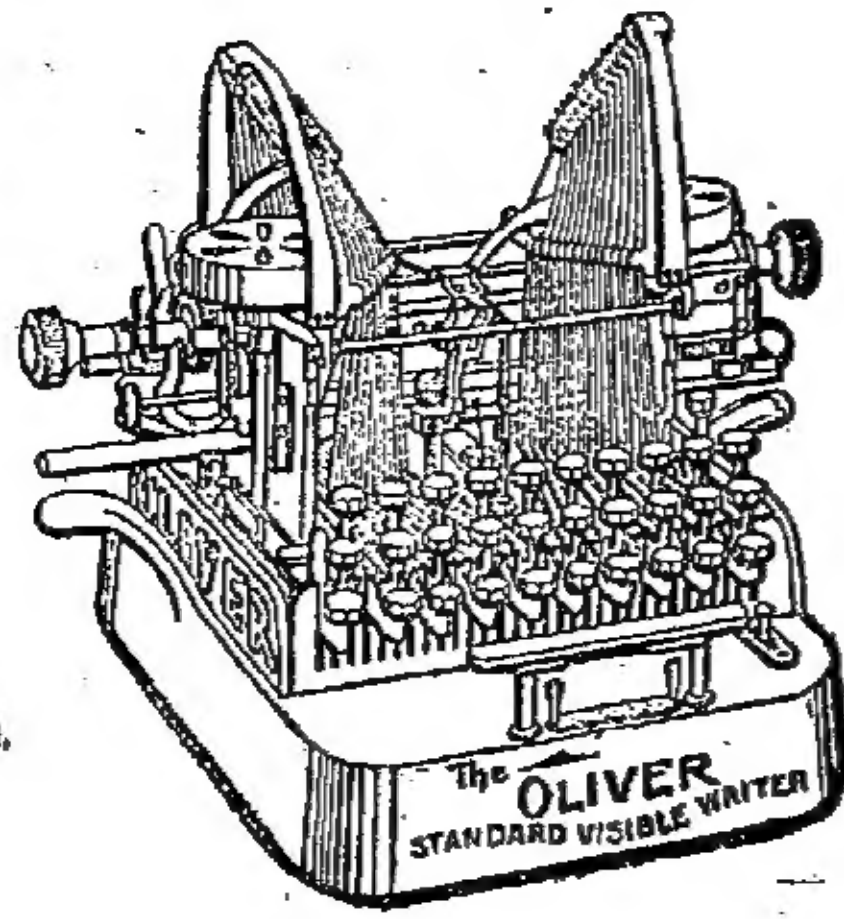
Or of **BUTTERFIELD & SWIRE,**

Agents, **CHINA NAVIGATION CO., LTD.**

STANDARD

VISIBLE

TYPEWRITERS.



See our Latest

Special

Fraction

Keyboard.

THE OLIVER TYPEWRITER Co., Ltd., are prepared,

during the stay of their SPECIAL REPRESENTATIVE in HONGKONG,

to take OLD TYPEWRITERS of any make or condition in part

payment for OLIVERS. This is an opportunity to have your

Office up-to-date.

**No. 1, Prince's Buildings.**

Hongkong, June 11, 1907. 1005

For Sale.

FOR SALE.

BOUND VOLUMES

OF THE

**'NEW WEEKLY'**

ARE ON SALE AT THE

**'China Mail' Office,**

8, Queen's Road Central.

FOR SALE.

TWO VERY VALUABLE PIECES OF

LANDED PROPERTY situated at

CANTON near the Hongkong, Canton and

Macao Steamboat Company's Wharf and

facing the river. The lots contain by

measurement 50 'changes' or thereabouts.

Title Deeds can be seen at the Office of the

Undertaker. For further particulars,

apply to

**GOLDING & BARLOW,**

Solicitors.

10, Queen's Road Central.

Hongkong, May 23, 1907. 951

**THE CARLTON HOUSE HOTELS.**

**Nos. 8 & 10, Ice House Street.**

**REDUCED SUMMER RATES.**

**For Daily and Permanent Boarders.**

**AIRY ROOMS, CUISINE A SPECIALTY. COMFORTS OF RESIDENTS STUDIED.**

**FOR RATES, APPLY TO**

**THE MANAGER.**

**A. LING & Co.,**

FURNITURE STORE

HAVE THIS DAY

REMOVED TO

No. 19, QUEEN'S ROAD CENTRAL,

Next to

(KUN AND KONG).

Pongkong, February 1, 1907. 212

**LABUAN COAL.**

THE LABUAN COALFIELDS COM-

PANY, LTD., are now prepared to

supply Bunker Steamers at LABUAN with Good

Fresh Quality LABUAN COAL, double

scrapped and straight from the Mines.

For further particulars, apply to

**BRADLEY & CO.,**

Agents.

Telegraphic Address—

**LABOR, Labuan.**

Hongkong, March 12, 1907. 473

Business Notices.

**BELL'S ASBESTOS EASTERN AGENCY, LIMITED**  
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH

**BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.**

ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Bags of 1 cwt. each.

OFFICE: 6, DES VŒUX ROAD

**LANE, CRAWFORD & CO.**

**SUMMER UNDERWEAR**

in Gauze, Wool, etc.

**LIGHT ZEPHYR SHIRTS**

White and Coloured.

**TIES, WAISTCOATS, BELTS.**

**TROPICAL SWEATERS.**

**BATHING COSTUMES.**

**LANE, CRAWFORD & CO.**

Hongkong, June 17, 1907. 2010

**NOTICE TO MARINERS.**

No. 208 (SPECIAL).

**CHINA SEA.**

**SHANGHAI DISTRICT.**

**SOUTH CHANNEL ENTRANCE**

**TO THE YANGTZE.**

**KIUTOAN GAS LIGHT VESSEL.**

REPLACED IN POSITION.

REFERRING to Notice to Mariners

No. 208 (SPECIAL) NOTICE IS

HEREBY GIVEN that the KIUTOAN GAS

Light Vessel, having been repaired, has

been replaced in position.

**T. J. ELDRIDGE,**

Acting Coast Inspector.

Coast Inspector's Office,

Shanghai, June 17, 1907. 1004

**NOTICE TO MARINERS.**

No. 209 (SPECIAL).

**CHINA SEA.**

**SHANGHAI-NINGPO**

**DISTRICTS.**

LOCATION OF TONGTING ISLAND

FOG SIGNAL.

HAVING reference to Notice to Mar-

iners No. 208 (SPECIAL) NOTICE IS

HEREBY GIVEN that, because most

large vessels that pass Tongting Island

keep to the eastward of it, the Fog Horn

has been placed on the East side of the

Island. All vessels are therefore recom-

mended to pass to the eastward of

Tongting Island in thick or foggy weather.

**T. J. ELDRIDGE,**

Acting Coast Inspector.

Coast Inspector's Office,

Shanghai, June 18, 1907. 1005

**SEE WOO**

**TAILOR, DRAPER AND**

**OUTFITTER**

HAS REMOVED to new premises, 14,

QUEEN'S ROAD CENTRAL.

Hongkong, January 20, 1907. 118

**NAVY CONTRACT.**



## Intimations.

**G. FALCONER & Co.,**  
WATCH-MAKERS AND JEWELLERS.  
HOTEL MANSIONS.

NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,  
HIGH-CLASS GOLD AND SILVER WATCHES.  
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.  
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND  
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

**M. MUMEYA,**  
JAPANESE ARTIST AND PHOTOGRAPHER.  
ENLARGEMENTS ON BROMIDE PAPER  
AND FINISHED IN ORAYON.  
ALL KINDS OF WORK DONE FOR AMATEURS.  
VERY FINE PANORAMIC VIEWS OF HONGKONG.  
84, QUEEN'S ROAD CENTRAL.

**MIYAKO HOTEL,**  
KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

**ITSUI BUSSAN KAISHA**  
(MITSUI & CO.)

IMPORT EXPORT & COMMISSION MERCHANTS.  
HONGKONG BRANCH—PAGODA BUILDINGS, ICE HOUSE STREET.  
M. KOBAYASHI, Manager.  
HEAD OFFICE—No. 1, SUGARCO, TOKYO.

OTHER BRANCHES:  
London, New York, San Francisco, Hamburg, Calcutta, Bombay, Rangoon, Singapore,  
Bangkok, Sourabaya, Manila, Canton, Swatow, Amoy, Foochow, Tsingtau,  
Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Tairen, Antung, Seoul,  
Changhai, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Maizuru, Moji,  
Wakatsuki, Karatsu, Nagasaki, Kuchino, Sasebo, Milko, Hakodate, Sapporo,  
Tadpoh, Taiwan, etc., etc.

TELEGRAPHIC ADDRESS—(MITSUI) (A.B.C. and A.I. CODES).  
CONTRACTORS OF COAL to the Imperial Japanese Navy, Mint and Armaments,  
the State Railways, Principal Railway Companies, Industrial Works, and Home  
and Foreign Mail and Freight Steamers.  
SOLE PROPRIETORS of the Famous Mitsu, Tagawa, Yamada, and Ito Coal Mines,  
and SOLE AGENTS for Fujitatsu, Hokoku, Honjo, Kanada, Mamoda, Ohtsuzi,  
Ohno, Sasahara, Tsubakuro, Yoshio, Yunkibara, and other Coals.  
IMPORTERS and EXPORTERS of Cotton, Cotton Yarn, Cotton Piece Goods, Copper,  
Silver, Tin, Lead, and other Metals, Railway Materials, Acids, Camphor, Flour,  
Cereals, Beans, Rice, Oil, Lard, Sugar, Wax, Vermicelli,  
Sulphur, Hemp, Paper, Cement, Cigarettes, Matches, Paper, Hides, Leather, Belts,  
Tea, and other Goods, etc.  
Hongkong, April 11, 1907.

**TYPEWRITERS! TYPEWRITERS!!**  
Typewriters repaired, cleaned,  
overhauled, and broken parts  
duplicated under expert  
supervision.

Old Machines Renovated. Terms Very Moderate.

SATISFACTION GUARANTEED.

**BICYCLES**

FOR SALE, REPAIR, EXCHANGE AND HIRE.  
THE DRAGON CYCLE CO.,  
11, D'Almeida Street.

Hongkong, February 16, 1907.

**OAKLEY'S**  
**WELLINGTON KNIFE POLISH**  
**WELLINGTON SILVERSMITHS**  
**BLACK LEAD SOAP FOR CLEANING PLATE**  
**POLYBRILLIANT METAL POMADE**  
NEVER BECOMES DRY OR HARD LIKE OTHER METAL PASTES.  
JOHN OAKLEY & SONS LIMITED, "WELLINGTON MILLS LONDON."

## Why drink other beverages

when in Van Houten's Cocoa  
you have an enjoyable beverage  
which not only stimulates but  
also invigorates.

"A perfect beverage, combining  
Strength, Purity and Solubility."  
Medical Annual.

**van Houten's**  
A Cocoa you can Enjoy.

## Intimations.

**MITSU BISHI GOSHI KWAISHA**  
(MITSU BISHI CO.)  
COAL DEPARTMENT

MARUNO-UCHI, TOKYO.  
CABLE ADDRESS: "IWASAKI."  
Which applies to all Branch Offices.  
A1, A B C 5th Edition, Western Union  
Codes used.

All Letters Addressed—  
MANAGER, MITSU BISHI CO.,  
with name of place under.  
BRANCH OFFICES:—  
NAGASAKI, MOI, KOBE, KANAGAWA,  
SHANGHAI, HONGKONG AND HANKOW.

AGENCIES:  
YOKOHAMA: M. ARADA, Esq.  
OHKINKANG: Messrs GRADING & Co.  
MANILA: Messrs MACDONALD & Co.

SOLE PROPRIETORS of Takasima,  
Ochi, Shimon, Namsu, and Kani-  
Yama Collieries and also Hojo Colliery,  
which will shortly be ready to produce on a  
large scale the best Buzon Coal.  
The Head and Branch Offices and the  
Agencies of the Company will receive any  
order for Coals produced from the above  
Collieries.

T. MATSUKI, Manager, Hongkong,  
No. 2, PEDDER STREET.  
Hongkong, April 26, 1907.

**TIME IS  
MONEY**

WHEN invested in study with the  
International Correspondence  
Schools of Foran. An hour a day  
will prepare you for technical work  
and examinations. These are a few of  
our courses:

Civil Engineering. Navigation.  
Architecture. Book-keeping.  
Marine Engineering. Illustrating.  
Elec. Engineering. Refrigeration.  
English Branches. Stenography.  
Mechanical Drawing. Plumbing.  
Stationary Eng. Textiles.  
Gas Engineering. Mining.  
Locomotive Eng. Prospecting.

FRENCH, GERMAN & SPANISH  
BY  
PHONOGRAPH.

FOR FULL INFORMATION WRITE  
GENERAL AGENCY, I.C.S.,  
Box M, 429, MANILA.

Hongkong, May 2, 1907.

**JEYES  
FLUID**

SOLE AGENTS.

W. G. HUMPHREYS & CO.  
BANK BUILDINGS.  
Hongkong, May 18, 1907.

**HOMOGENEOUS  
NATURAL MILK.**

REMARKABLE PROGRESS IN THE ART OF  
PRESERVING MILK.

**PURE NATURAL COWS MILK**

PRESERVES ITS GOOD TASTE IN ANY CLIMATE.



BEST MILK IN THE MARKET  
FOR  
INFANTS AND INVALIDS

CASE OF 24/1 Liter Tins.  
48/6  
48/6  
48/6

SOLE AGENTS  
EAST ASIATIC TRADING Co.,  
HONGKONG.  
Hongkong, July 14, 1907.

## REACTION IN CHINA.

Mr. Archibald R. Colquhoun, writing in  
the "Morning Post," under the heading  
"Whither China," deals with the recent  
reform and counter-reform movements in  
China. He remarks that it has become  
obvious, even to those who were most  
optimistic as to the sincerity of the Chinese  
Government in promoting reform, that a  
wave of reaction has set in. As a matter  
of fact the actual policy of the Peking  
authorities has never varied. They have  
never tackled reform in any practical spirit.  
What they did was to smile officially on  
certain movements and to permit the work  
of reorganisation which one or two progres-  
sive Viceroys were anxious to undertake.  
There have been innumerable edicts affecting  
education, currency, opium-smoking, taxa-  
tion, and so forth, and a Constitution has  
been promised as soon as the people are  
ready for it. Naturally edicts will not  
accomplish reform in themselves without  
some machinery for enforcing them and  
without considerable strength of motive  
behind them. Still, they created a reform  
atmosphere and gave official sanction to  
the movement from below which is the  
vital factor in China to-day. For the last  
six months or so, however, even this  
benign official weather has changed, and  
the wind has distinctly set in an opposite  
direction.

In a second article the writer remarks  
that the dominant note among Europeans  
in China to-day, and even in many of the  
best-informed Chinese circles, is one of  
doubt and pessimism. He continues—

The attitude of the Government towards  
reform was never genuinely favourable to  
progress and Western learning. The  
authorities at Peking (temporarily with the  
situation, and yielded what was necessary  
to placate their subjects and to make a  
show before the Western world, which they  
hoped would secure them release from the  
restrictions imposed on them, particularly  
the extra-territorial rights of foreigners in  
their country. As there was no immediate  
sign of any relaxation of the West towards  
China in this respect, and as Western  
writers have never ceased to point out that  
administrative reform was the only basis  
for any reconsideration of relations with  
China, the Government at Peking, always  
vacillating and short-sighted, is now off on  
a new tack. In so far as its policy is anti-  
Western it makes a bid for the allegiance  
of its subjects, who are in the throes of  
the birth of national self-consciousness and  
are inflamed by the "China for the Chi-  
nese" propaganda. But where they oppose  
progress or education, where they attempt  
to centralise government in Peking, they  
are in direct conflict with the rising tide  
of democratic feeling. This lack of real  
national unity is the great safeguard of the  
dynasty to-day. One-tenth of the dis-  
content settling in China to-day would  
have revolutionised any European coun-  
try. But the Chinese who can think and  
reason on the subject see clearly that the  
removal of the Manchus would only open  
the way for the dissolution of the Empire.  
The greatest feature in the situation, as a  
matter of fact, is not the anti-dynastic  
movement, nor the retrograde action of  
the Government, but the financial condi-  
tion of the country, which lies at the root of  
all the problems. Despite China's enormous  
resources she is at the present moment  
almost bankrupt. Both the Central and  
Provincial Treasuries are depleted,  
taxation has been pressed to the utmost  
degree—indirect taxation, high enough  
already, is incapable of increase, while  
direct taxation (such as a house-tax or  
land-tax) has not once in a hundred  
years been raised, and there seems no im-  
mediate prospect of restoring the balance by  
internal development. The reason for this  
state of affairs is simple. For years  
China has been living on her capital, her  
imports exceeding her exports by more  
than £10,000,000 sterling in 1904 and  
£25,000,000 in 1905, while her expenditure  
seriously exceeds her revenue. Amid all  
these gloomy forebodings and prognosti-  
cations there is one reassuring factor, and  
that is the 350,000,000 of Chinese them-  
selves—the patient, hard-working, self-  
respecting mass so little known to the  
West. This great reserve of strength and  
riches is actually awakening to its own pos-  
sibilities. Education—the one thing needful  
—is penetrating the most remote corners,  
and the genius of the Chinese people is at  
work on this new problem of their own  
renaissance. One thing is certain. The  
pressure from below, the popular demand  
for educational reform, will more than out-  
weigh the spasmodic reaction from above.  
Whether the forces of progress and reac-  
tion will collide or whether by degrees they  
will fuse into harmonious action it is not  
possible to predict, but it may safely be  
said that in her renaissance, as in  
everything else, the genius of China will  
be that of the giant—big, blundering, slow  
perhaps, but full of force and originality,  
and the Western world cannot control,  
cannot influence, and can only watch it.

Civil Engineering. Navigation.  
Architecture. Book-keeping.  
Marine Engineering. Illustrating.  
Elec. Engineering. Refrigeration.  
English Branches. Stenography.  
Mechanical Drawing. Plumbing.  
Stationary Eng. Textiles.  
Gas Engineering. Mining.  
Locomotive Eng. Prospecting.

FRENCH, GERMAN & SPANISH  
BY  
PHONOGRAPH.

FOR FULL INFORMATION WRITE  
GENERAL AGENCY, I.C.S.,  
Box M, 429, MANILA.

Hongkong, May 2, 1907.

**JEYES  
FLUID**

SOLE AGENTS.

W. G. HUMPHREYS & CO.  
BANK BUILDINGS.  
Hongkong, May 18, 1907.

**HOMOGENEOUS  
NATURAL MILK.**

REMARKABLE PROGRESS IN THE ART OF  
PRESERVING MILK.

**PURE NATURAL COWS MILK**

PRESERVES ITS GOOD TASTE IN ANY CLIMATE.



BEST MILK IN THE MARKET  
FOR  
INFANTS AND INVALIDS

CASE OF 24/1 Liter Tins.  
48/6  
48/6  
48/6

SOLE AGENTS  
EAST ASIATIC TRADING Co.,  
HONGKONG.  
Hongkong, July 14, 1907.

**FENNINGS'**

For the Prevention and Cure of  
FEVERS AND INFECTIOUS DISEASES.

**FEVER**

Sold by Chemists everywhere in Bottles at 1/1½ each, with full directions.  
No Resident in Tropical Countries should be without this  
invaluable Medicine, the timely use of which has saved  
thousands of lives.

ALFRED FENNINGS, Cowes,  
England.

**CURER!**

## To Let.

TO LET—(WELL FURNISHED).  
BIRNAM BRAE, CONDUIT ROAD.

Eight-roomed House—Billiard Room,  
Dining Room, 3 Bath-rooms,  
Drying Room, Store-room and Pantry—  
Good Tennis Lawn, Electric Light and  
Bells, and a Telephone.  
Apply to  
"G. M. B.,  
Care of 'CHINA MAIL' Office.  
Hongkong, March 19, 1907.

## To Let.

NO. 1, WEST END TERRACE, SHA-  
MEN, CANTON.  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY Co., Ltd.  
Hongkong, June 1, 1907.

## To Let.

NO. 3, 3rd & 4th, OBSERVATORY VIL-  
LAS, Kowloon. Moderate Rental.  
Tennis Court and Electric Lights.  
Apply to  
ARRATON V. APCAR & CO.,  
45, WYNDHAM STREET.  
Hongkong, May 1, 1907.

## To Let.

ONE FOUR-ROOMED HOUSE, at  
PRATA EAST, near East Point.  
Apply to  
JARDINE, MATHESON & Co., Ltd.  
Hongkong, January 3, 1907.

## To Let—FURNISHED.

FOR 3 months from the 1st July. 10,  
QUEEN'S GARDENS. Low Rent.  
Apply to  
A. W. BREWIN,  
Registrar General's Office.  
Hongkong, June 21, 1907.

## To Let.

NO. 38, QUEEN ROAD; 2ND FLOOR,  
12, QUEEN'S ROAD CENTRAL.  
GREENCROFT, GARDEN ROAD, Kow-  
loon, Redecorated, Electric Light, Tennis  
Court.  
No. 1, FAIRVIEW, ROBINSON ROAD,  
Kowloon.  
Apply to  
LEIGH & ORANGE,  
1, Des Voeux Road.  
Hongkong, February 19, 1907.

## To Let.

"HARPERVILLE," GARDEN ROAD,  
6 Rooms with Tennis Court and  
detached Servants' Quarters. Possession  
from 1st Jan., 1907.  
Apply to  
FERDY SMITH & SETH,  
Accountants, Auditors, &c.,  
6, QUEEN'S ROAD CENTRAL.  
Hongkong, January 18, 1907.

## To Let.

IMMEDIATE POSSESSION.  
GODOWNS Nos. 55, 96, 97 and 100,  
PRATA EAST.  
Apply to  
CHATER & MODY,  
Victoria Buildings.  
Hongkong, June 19, 1907.

## To Let.

"QUARNDON" the Peak; Furnished  
or Unfurnished.  
Apply, by letter, to H. HEMMINGS,  
c/o HONGKONG HOTEL.  
Hongkong, April 2, 1907.

## To Let.

NO. 3, GRANVILLE AVENUE,  
Kowloon.  
Apply to  
HUMPHREYS' ESTATE & FINANCE  
CO., LTD.  
Hongkong, March 27, 1907.

## To Let.

NO. 21, CONNAUGHT ROAD CEN-  
TRAL. Suitable for Offices and  
Godowns. Electric Light.  
Apply at  
Nos. 15, 16 & 17,  
CONNAUGHT ROAD.  
Hongkong, June 4, 1907.

## To Let.

NO. 2, HOLLYWOOD ROAD.  
51, POTTINGER STREET. Imme-  
diate Possession.  
Apply to  
ARRATON V. APCAR & CO.,  
45, WYNDHAM STREET.  
Hongkong, April 4, 1907.

## To Let.

TWO Semi-Detached VILLAS, situated  
on a hill in GARDEN ROAD, Kowloon;  
bright, airy Rooms; command a beautiful  
view near the Ferry; rent exceptionally  
low.  
Apply to  
H. RUTTONJEE & SON,  
5, D'Almeida Street, Hongkong, and  
Kowloon.  
Hongkong, June 25, 1907.

## To Let.

POSSESSION FROM 1st APRIL NEXT.  
SEMI-ATTACHED HOUSES, Nos.  
13a and 13c, MACDONNELL ROAD,  
Each with 7 Rooms, Bath-Rooms, Kitchen,  
Servants' Quarters and Grass Tennis Court.  
Apply to  
CHUNG CHI NAM,  
YAN ON M. & F. INSURANCE CO., LTD.  
Hongkong, March 1, 1907.

## To Let.

JUST off Queen's Road, FINE AIRY  
ROOMS, FURNISHED, WITHOUT  
BOARD. Top Floor, No. 6, ICE HOUSE  
ROAD, (over WENZEL & CO.  
Hongkong, June 11, 1907.

## To Let.

A HOUSE in WONG NEI CHONG  
ROAD.  
OFFICES in KING'S BUILDING and  
YORK BUILDING.  
GODOWNS on PRATA EAST.  
A HOUSE in OLIFTON GARDENS,  
Conduit Road.  
FLATS in MORRISON TERRACE.  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY Co., Ltd.  
Hongkong, June 1, 1907.

## To Let.

FROM 1st JULY.  
LARGE and Spacious GODOWNS Nos.  
9, 9a, 9b, 9c and 10, PRATA EAST,  
at present in the occupation of the Ad-  
miralty.  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY Co., Ltd.  
Hongkong, June 1, 1907.

## To Let.

OFFICES in ALEXANDRA BUILD-  
INGS.  
Apply to  
A. S. WATSON & Co., Ltd.  
Hongkong, April 22, 1907.

## To Let.

A HOUSE in KNITSFORD TER-  
RACE, KOWLOON.  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY Co., Ltd.  
Hongkong, June 1, 1907.

## To Let.

BEACONSFIELD ARCADE, Fine  
Offices and Dwelling Rooms.  
15, QUEEN'S ROAD CENTRAL, Top Floor  
(over Caldwell, Macgregor & Co.)  
BELLILIOS TERRACE HOUSES, Ro-  
binson Road.  
GLENWOOD, CAINE ROAD, suitable for  
a Boarding House or Club, contains 28  
Rooms. This property would be divided  
into 2 or more houses to suit tenants.

Small BUNGALOW containing Furnish-  
ed Room with Bath and Dressing-rooms,  
Kitchen, &c., Close to BAKER ROAD TRAM  
Station, suitable for one or two bachelors.  
No. 8, BELLILIOS TERRACE, Corner  
House, 1st Floor.  
WELLBURN, No. 81, Peak. 6 Rooms  
and Tennis Court.  
No. 4, ALBANY, Furnished or Unfur-  
nished.  
No. 3, ALBANY.  
Apply to  
Linstead & Davis,  
2nd Floor, Alexandra Buildings.  
Hongkong, April 12, 1907.

THE FIRST CHINESE NEWSPAPER  
EVER ISSUED UNDER  
PURELY NATIVE DIRECTION.

**The Chinese Mail**

THE LEADING CHINESE POLITICAL AND  
COMMERCIAL JOURNAL.  
PUBLISHED EVERY MORNING.  
CONTAINS THE MOST RELIABLE  
TELEGRAPHIC NEWS FROM  
NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE  
VARIOUS PORTS IN CHINA AND JAPAN.  
\$8 per Annum delivered in Hongkong  
\$12.50 to all other Ports.

5 WELLINGTON STREET, HONGKONG.  
Orders booked by Manager, CHINA MAIL.

## Auctions.

## PUBLIC AUCTION.

THE Undersigned has received instru-  
ctions from the Executor of the Estate  
of the late Mr. Wei On to Sell by Public  
Auction,

on  
**SATURDAY,**  
the 28th June,  
**MONDAY,**  
the 1st July, and  
**TUESDAY,**  
the 2nd July, 1907, commencing each day  
at 2.30 p.m., at No. 57, CAINE ROAD—  
THE WHOLE OF THE  
VALUABLE HOUSEHOLD  
FURNITURE,  
Comprising—

SILK BROCADE UNFURNISHED DRAWING-  
ROOM SUITE, OVERHANGING VELVET PILE  
CARPETS, RUGS, LACE CURTAINS, BOOK-  
CASES BOOKS (Law and Fiction), OIL-PAINT-  
INGS AND WATER COLOURS, ORNAMENTS,  
CHINA PORCELAINS, &c., &c.  
FIRE TRAP SIDEBOARD with BEVELLED  
MIRRORS, EXTENSION DINING TABLE, DIN-  
ING CHAIRS, FINE DINNER SERVICE and  
GLASSWARE (including Silver and E.P.  
Mounted Decanters and Bottles), TABLE  
LINEN and NAPERY, CUTLERY, BRASS  
FENDERS, &c., &c.  
DOUBLE BRASS-MOUNTED BEDSTEAD, FINE  
TEAK WARDROBE with BEVELLED GLASS  
DOORS, MARBLE-TOP WASHSTANDS, TOILET  
TABLES, &c., &c.  
One Very Fine BILLIARD TABLE by Bur-  
roughs & Watts, Several Sets of POOL  
BAGGERS and CRYSTAL BALLS,  
SPECIAL MATCH COCKS, LEATHER UNFUR-  
NISHED SEATS, &c.  
One GRAND PIANO by Steinway and Son.  
One GRAMOPHONE and about 700 Re-  
cords, including some of the Very Best.  
About 400 PIANO RECORDS in Fine  
Condition.  
On View from Tuesday, the 25th June.  
Catalogues will be issued.  
Terms—Cash on delivery.  
GEO. P. HAMMERT,  
Auctioneer.  
Hongkong, June 21, 1907.

## Dentistry.

**DR. M. H. CHAUN,**  
THE Latest Method of the AMERICAN  
SYSTEM OF DENTISTRY.  
38, QUEEN'S ROAD CENTRAL.  
From the University of Pennsylvania,  
U.S.A. 1386

**DR. HARRY FONG,**  
AMERICAN TRAINED DENTIST.  
ELECTRICAL and Latest Improved  
Appliances.  
51, QUEEN'S ROAD CENTRAL. 1879

**S. I. N. T. I. N. G.,**  
Surgeon-Dentist,  
No. 14, D'ALMEIDA STREET.  
TERMS VERY MODERATE  
Consultation Free. 26

## PEAK TRAMWAYS COMPANY, LIMITED.

## TIME TABLE.

WEEK DAYS.  
7.00 a.m. to 7.30 a.m., Every 30 minutes.  
7.30 a.m. to 8.30 a.m., Every 15 minutes.  
8.30 a.m. to 11.00 a.m., Every 15 minutes.  
11.30 a.m. to 12.45 p.m., Every 15 minutes.  
12.45 p.m. to 1.15 p.m., Every 10 minutes.  
1.15 p.m. to 1.45 p.m., Every 15 minutes.  
1.45 p.m. to 2.15 p.m., Every 10 minutes.  
2.15 p.m. to 3.00 p.m., Every 15 minutes.  
3.00 p.m. to 5.00 p.m., Every 15 minutes.  
5.00 p.m. to 6.00 p.m., Every 10 minutes.  
NIGHT CARS on Week Days

## NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15  
p.m., Every half hour.  
SUNDAYS.  
8.00 a.m. to 9.00 a.m., Every 15 minutes.  
9.00 a.m. to 9.30 a.m., Every 30 minutes.  
9.30 a.m. to 10.30 a.m., Every 15 minutes.  
10.30 a.m. to 11.00 a.m., Every 10 minutes.  
11.45 a.m. to 12 Noon, Every 15 minutes.  
12.00 Noon to 1.00 p.m., Every 10 minutes.  
1.00 p.m. to 5.00 p.m., Every 15 minutes.  
5.00 p.m. to 6.00 p.m., Every 10 minutes.  
7.00 p.m. to 8.00 p.m., Every 10 minutes.  
NIGHT CARS on Week Days

## SUNDAYS.

Extra Cars at 11.30 and 11.45 p.m.  
SPECIAL CARS by Arrangement at the  
Company's Office, ALEXANDRA BUILDINGS,  
Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,  
General Managers 1901

**CARMICHAEL AND  
CLARKE.**

CONSULTING ENGINEERS AND  
SHIPBUILDERS.  
SURVEYORS AND CONTRACTORS,  
REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.  
A. B. C. Code, 4th Edition.  
A. I. Code.  
Esher's Standard Code.  
TELEPHONE 232. 16

## THE BACK DOOR.

A SKETCH OF WHAT MIGHT  
HAPPEN.  
Reprinted from the "CHINA MAIL."  
To be had at the "CHINA MAIL" Office,  
8, Queen's Road Central.

Price... ..50 Cents.

'A HISTORY OF UNION  
CHURCH.

By Rev. G. H. BONDFIELD and  
DYER BALL, M.R.A.S.

Edited by Rev. C. H. HICKLING.

To be had at the "CHINA MAIL" Office,  
8, Queen's Road Central.  
Price... ..\$1.00.







**FIRST SHIPMENT  
JUST LANDED.  
'CAMBUS'  
SCOTCH GRAIN  
WHISKY.**



**'NOT A HEADACHE IN A  
GALLON'**

**TRY IT.**

Per Case 1 Doz. Bils \$14.00

Samples on Application.

**SOLE AGENTS:**

**E. PRICE & CO.,**

Wine and Spirit Merchants.

15, QUEEN'S ROAD CENTRAL.

TELEPHONE NO. 1.

**POWELL'S**

**GENTLEMEN'S  
OUTFITTERS.**

**SPECIAL  
DISPLAY**

**Gentlemen's**

**Ties**

**Latest Styles.**

**Wm. POWELL, Ltd.,**

28, QUEEN'S ROAD

(Opposite the Clock Tower).

**PREACHING THE GOSPEL  
IN  
JAPAN AND TIBET.**

By Prof. E. H. PARKER.

On sale at the 'CHINA MAIL' Office,  
8, Queen's Road Central.

Price... ..50 Cents.

**SECOND EDITION.**

**HISTORY OF THE CHURCHES OF  
INDIA, BURMA, Siam, THE MALAY  
PENINSULA, CEYLON, ANNAM, THIBET,  
COREA AND JAPAN.**

Translated by EDWARD HARRIS PARKER  
and  
Reprinted from THE CHINA REVIEW.

For Sale at the 'CHINA MAIL' Office,  
8, Queen's Road Central.

Price 50 Cents.

**'SIR ROBERT HART'S  
MEMORANDUM.'**

A Series of Articles on Sir ROBERT  
HART'S SCHEMES for the Improve-  
ment of China.

Reprinted from the China Mail. To be  
had in pamphlet form at this Office, 8,  
Queen's Road Central.

Price 50 Cents.

**AGENTS:**  
**LONDON:**—F. ALGAR, 11 & 12, Clement's  
Lane, Lombard Street, E.C. 3. CLARK,  
SON & FLAHER, 25, Gracechurch St.,  
E.C. 3. STRAUB & CO., Ltd., 30, Court  
Ald. GORDON & GORCE, 15 St. Bride  
St., E.C. 4. BATES, HENDY & CO., 81,  
Cannon Street, E.C. 4. ROBERT WATSON,  
150, Fleet Street, E.C. 4. MURRAY &  
CO., 25, Abchurch Lane, E.C. 4. D. J. KAYNE & CO., 3, Whitefriars  
St., E.C. 4. MATHES & CROWTHER, Ltd.,  
10, 11, 12 New Bridge St., E.C. 4.  
WATSON & CO., 22, Glasshouse St.,  
Regent St., W.

**PARIS AND EUROPE:** MAYNARD,  
'Avenue & Co., 18 Rue de la Grange  
Bateliere, Paris. The Rev. Dr. HART,  
9, C. L., 12 Rue Vienne, Paris.

**NEW YORK:**—THE CHINESE EXAMINER  
Office, 52, West 22nd Street.

**SAN FRANCISCO AND AMERICAN PORTS**  
generally:—BRYAN & BLACK, San Fran-  
cisco.

**AUSTRALIA, TASMANIA, AND NEW  
ZEALAND:**—GORDON & GORCE, Mel-  
bourne and Sydney.

**CEYLON:**—W. M. SMITH & CO., THE  
APOTHECARIAN CO., Colombo.

**SINGAPORE, STRAITS, &c.**—KELLY &  
WALSH, Ltd., Singapore.

**PHILIPPINE ISLANDS:**—A. S. WA-  
TSON & CO., Manila.

**CHINA:**—CANTON, PATRICK & CO. AMOY,  
TAN AMOY STORE, Foochow, BROOKETT  
& CO., Shanghai, KELLY & WALSH,  
Ltd., Yokohama, KELLY & WALSH,  
Ltd., Hongkong.

**'THE CHINA MAIL, LTD.,**  
8, Queen's Road Central.



**A. S. WATSON  
& Co., Ltd.**

**WATSON'S  
CELEBRATED  
BLEND.**

**VERY OLD LIQUEUR  
SCOTCH**

**WHISKY.**

**A PURE MALT  
WHISKY**

**OF**

**GENUINE AGE,**

**VERY FINE**

**AND**

**MELLOW.**

**EXTRACT.**

**'I have taken pleasure in**

**presenting your brand (Watson's**

**Celebrated E Blend) as the**

**finest Scotch Whisky I could**

**procure.'**

**Per Doz...\$15.00.**

**A. S. WATSON & CO.,**

**LIMITED,**

**WINE AND SPIRIT MERCHANTS,**

**ALEXANDRA**

**BUILDINGS,**

Hongkong, June 11, 1907.

**MEMOS FOR TO-MORROW.**  
**Meeting.**  
Noon—Meeting of the National Bank of  
China, Ltd., at the Bank Premises.  
**Auction.**  
2.30 p.m.—Auction of Household Furni-  
ture, &c., at No. 57, Caine Road.  
**Amusement.**  
9 p.m.—Smoking Concert at Engineer's  
Institution Room.  
**Miscellaneous.**  
Goods per Cape Corso undelivered after  
this date, subject to rent.

**General Memoranda.**  
**Monday, July 1.**  
Goods per Ernest-Simons undelivered after  
this date at Noon will be subject to  
rent and landing charges.  
**Tuesday, July 2.**  
Goods per Benlary undelivered after  
this date subject to rent.  
Goods per China not cleared at 4 p.m.  
on this date subject to rent.  
Goods per Tudor Prince undelivered after  
this date subject to rent.  
**Thursday, July 11.**  
Noon—Auction of Valuable Leasehold  
Property, at Messrs Hughes & Hough's  
Sales Rooms.

**The China Mail.**

HONGKONG, FRIDAY, JUNE 28, 1907.

**THE CUDICLE QUESTION.**

YESTERDAY'S debate in the Legislative

Council was highly important in more

ways than one. Admirers of the Hon.

Mr F. H. May will be confirmed in

their admiration by the absolutely

correct attitude he adopted towards the

little misunderstanding which had

previously arisen between him and the

Hon. Mr. Hewitt. Inadvertently His

Excellency said something which Mr

Hewitt and others took to be an

imputation that his attitude was not

entirely disinterested. His Excellency

has taken the first public opportunity

of explaining that he never intended

any imputation and that he sincerely

regretted that his words had been so

construed. To express regret when

one has, in one's own consciousness,

committed no voluntary fault, shows the

possession of the highest type of moral

courage, and we venture to congratulate

Mr May upon the manner in which he

has closed what would have been an

unpleasant incident. So far from

stultifying himself he has greatly

increased the estimation in which he

has always been held. Coming to the

main question we do not see that the

Council could have dealt otherwise than

it did with the resolutions brought

forward by the Hon. Dr. Ho Kai. We

agree with Mr Hewitt's contention

that it would be better to deal compre-

hensively with the matters investigated

by the Sanitary Commission than to

attempt to solve each problem piecemeal.

An amending ordinance is

required, not a series of separate

resolutions. A proposition involving

the expenditure of so large a sum of

money demands much more investiga-

tion and study than could be given to

it in view of the manner in which it

was brought forward. On the broad

principle we are in favour of com-

penation being given when the Govern-

ment makes demands upon individuals

which involve them in outlay and

destroy or depreciate their property.

If a tramway company requires an area

for a power house in a built over

locality it is compelled to pay the

proprietors of the houses which have

to be demolished, not only the

full value of the houses and land, but

also what might be termed the prospec-

tive value. Considering that tramways

would be public utilities Governments

frequently endow the companies which

undertake their construction with

a powers of compulsory resumption but

in every case it is provided that

adequate compensation must be given.

It would be opposed to every principle

of elementary justice for the Govern-

ment to make a law unto itself in this

matter. The proud boast that an

Englishman's house is his castle—which

can be extended to include all British

subjects—would cease altogether to

exist if a Government empowered itself

to order the demolition of his house

whenever it was seized with a new

health fad. But principle and practice

are not always compatible. While the

endeavour must be to do what is right

it is necessary that what is expedient

should not be overlooked. The colony

is certainly not in position to make

available the huge amount required to pay

the compensation necessitated by Dr Ho

Kai's scheme. And, as the Hon. Mr

O'Shannon remarked, there is nothing

to show that the huge expenditure

would produce adequate results. Tin-

king with houses by the Sanitary

authorities has immensely raised the

cost of living locally, and indirectly has

contributed to the prevailing depression.

We want no more experiments. Let

the Government consider the Commis-

sion's report impartially and collect all

other information available on the

subject. Then let it bring down as

perfect a measure as it can frame, and

settle matters in dispute once and for

all. Upon the failures of the past

successful legislation for the future can

be erected. Finally and certainty of

policy are required to place the Colony

back upon the road to prosperity.

It is necessary to travel abroad for

news of your own particular place of re-

sidence. A cablegram in a Japan paper

announces the completion of the new

Naval Dock at Hongkong, and adds:

"Some large warships which have not

been docked for a year owing to the

lack of adequate accommodation will

enter it shortly." This startling piece

of intelligence will no doubt amuse the

builders of the dock and the Admi-

ralty.

A correspondent directs our attention

to the state of the new seats in the

stalls of the Theatre Royal. Though

only recently installed—recent as com-

pared with most of the interior fittings

—these chairs are now falling to pieces.

They are made of teak wood and look

substantial enough, but it's a delusion.

The arm-rests and sides of the chairs

are only mortised together and badly

mortised at that, with the result that

when the occupier of the chair leans

forward or reclines back the arm-rests

fall out. This occurred several times

during one of the performances of the

Bandmann Comedy Company last week

and in different parts of the hall.

Apparently all that is wanted is the

use of a couple of screws in each chair.

Even the old chairs were bad but the

new ones if they are commencing to

fall to pieces so soon will be worse in

a month or so.

A cat brought Dick Whittington

fame and fortune according to the

legend which no proper minded person

doubts. If Dr A. Buchanan of

Amroati, India, is to be believed the feline

will in the future confer a national

instead of an individual blessing, though

on much the same lines as in the case

of the Right Worshipful Richard.

Where cats are prevalent in Indian

villages the plague is unknown, says

the doctor. A contemporary says:—

One example quoted by Dr Buchanan

is the village of Aira, situated on the

road between Nagpur and Kalmeshwar.

During the recent epidemic more than

a thousand people died of plague at

Kalmeshwar, while the mortality at

Nagpur reached the high figure of

22,000. The plague scare caused con-

stant migrations between the two places,

but, in spite of the fact the Aira is

on the roadside and that the fugitives

necessarily pass through it, the village

preserved its immunity, which, in Dr

Buchanan's view, must be attributed

to the adequate garrison of cats. In-

quiries recently conducted in Amroati

lend some support to the theory, for

several of the villages in which cats

were numerous were found to have

escaped the plague, although others

in the immediate neighbourhood, where

the same general conditions prevailed,

were ravaged by the scourge. Dr

Buchanan appears to regret the day

gone by when the office cat was a

familiar item of expenditure in Govern-

ment accounts, and deplores the fact

that this item should now be replaced

by a much larger bill for butting, when

it becomes necessary to evacuate

Government buildings owing to the

death of plague infected rats. He

recognises the probability that people

will hardly look upon his theory as a

serious contribution to the problem of

rat extermination, although he mentions,

rather depressingly, that in some of



FRIDAY, JUNE 28, 1907.

## FATAL COLLISION.

## Heungshan Cuts Down a Launch.

At about a quarter to four this afternoon the river steamer Heungshan was returning to her wharf from Canton she came into collision with the steam launch Wo On.

The launch was cut in two and sank, the crew being precipitated into the water. All those in sight were rescued but a roll call showed one man to be missing.

The Heungshan suffered only slight, if any damage.

## THE BURDEN OF RESPONSIBILITY.

(From a Correspondent.)

CANTON, June 28.

A few days ago we referred to a big clan fight in the Nam Hoi district, which had to be suppressed by the Nam Hoi magistrates. After the fighting elements had been for the time scattered the officials seized three of the most prominent men of the clans and arrested them, taking them back to Canton, the Nam Hoi prison being their present abode. They have been held, and are being held as hostages until those who were the leaders of the fight have been handed over to the authorities, and the weapons with which they fought, also, sent in to the officials.

Efforts have been made by some of their ilk to obtain their release, but the reply sent to these well-meant efforts was quite unambiguous, and indicates that it is the intention of the mandarins to hold on to these gentlemen until they can get hold of those others whom they prefer to secure. It is likely that ultimately there would be a compromise, and, after some weapons have been handed in, these three gentlemen, Mr. Puen, Mr. Chan and Mr. Yau, will be set at liberty. It is assumed that there is little advantage in having "gentry" unless they are possessed of power enough to hold the common people in check, and therefore they must pay the penalty of their inability to discharge what is assumed to be their responsibility.

## FIRE AT A FESTIVAL.

(From a Correspondent.)

CANTON, June 27.

A day or so ago was the anniversary of the Chinese god of war. Most people know that he is a deified hero, or soldier of fortune of the time of the Three Kingdoms, the close of the Han dynasty. This, however, has little to do with the present accident for of the tens of thousands that gather to take part in the anniversary of his supposed birth, few, indeed, know anything about whence he came.

A day or two ago, there was a big festival in the East of the city, at a place named Pak Wang. There was the usual gathering, and large sheds had been erected to accommodate those who were expected to come and take part in the festival. One essential of the performance is the letting off of large bundles of fireworks, and, in this case, some of the sparks fell upon the inflammable material that composed the sides of the sheds and in a few minutes everything was in a big blaze. Fortunately there were no lives lost, but as the Chinese say, "in a few minutes there was nothing left of sheds and lamps but a single glowing torch, and then all was in ashes."

It is strange that the Chinese are so reckless or so careless, seeing they know that these accidents are constantly recurring at these times. Carelessness and indifference seem to be ingrained in their nature, and time will apparently be needed before they will take the ordinary precautions at such time and amidst such matters.

## FOOCHOW DOCK.

Tartar General Chuan Shing has informed the French engineers in the Foochow Dock that the contract with all foreigners in the Dock will not be renewed when the terms of the contracts have expired.

The Waiwupu has also wired to the authorities at Foochow that the Board of War has decided to stop the working of the Arsenal and all the foreigners there shall be disengaged.—"Shanghai Mercury."

## WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—On the 28th at 11.55 a.m.—The barometer has risen considerably in Hongkong, and fallen slightly at Sharp Peak.

The China Sea depression, which appears to be shallow, moved up the Formosa Channel last night, and is this morning situated off the coast in the neighbourhood of Fochow.

The other depression is moving to the N.W. Japan.

Pressure has reached the normal over the Philippines, and nearly so in Hongkong. It is highest over the Pacific to the E. of the Philippines.

Strong S.W. winds may be expected in the Formosa Channel, and fresh S. monsoon over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day 0.00 inches.

Forecast for the 24 hours ending at noon to-morrow.

## FORECAST DISTRICT.

1.—Hongkong and Neighbourhood: S.W. winds, moderate to fresh; fair.

2.—Formosa Channel: S.W. winds, strong.

3.—South coast of China between Hongkong and Lianocka: Same as No. 1.

4.—South coast of China between Hongkong and Hsinan: Same as No. 1.

## IS SHUM COMING?

## Suggested Cancellation of Receptions.

Mr. Wu Tze Chun, the Straits' millionaire, who it will be remembered was to act as mediator to smooth matters in connection with the Canton-Hankow Railway on the arrival of Viceroy Shing Chun Hsiao, was in receipt of a telegram from His Excellency yesterday to the effect that during his last term of office for three years as Viceroy of Canton, he was fully aware that he had done nothing which would warrant the expense that certain sections of the Chinese community at Hongkong proposed to incur at his reception when he should call on his way to Canton, and requested Mr. Wu to convey his thanks to the Chinese merchants at Hongkong accordingly. He further stated in his telegram that after a tedious sea voyage and owing to delicate health, he would be unable to spare the time to accept an invitation from the Chinese after calling upon His Excellency the Governor of Hongkong.

Telegrams in similar strain have also been despatched to the Nanchow and Panyu magistrates at Canton, directing them to issue notices for the information of the public that he had prepared preparations have been carried out on an extensive scale for his reception at Canton, and that in view of the very little or nothing that he had accomplished during his last term of office at Canton, he did not like the public to spend a single cash towards his reception on arrival.

## SUPPRESSION OF OPIUM SMOKING.

(From a Correspondent.)

CANTON, June 27.

It appears that the officials are sincerely in earnest in their intentions to suppress opium smoking in the Kwangtung province;—at any rate, as far as edicts go, these three gentlemen, Mr. Puen, Mr. Chan and Mr. Yau, will be set at liberty. It is assumed that there is little advantage in having "gentry" unless they are possessed of power enough to hold the common people in check, and therefore they must pay the penalty of their inability to discharge what is assumed to be their responsibility.

## JAPAN'S "LITTLE WAR."

## Fighting in Formosa.

The "Hochi Shinbun," which is distinguished itself by the accuracy of its news from Formosa, describes as a desperate affair the attack which culminated in the occupation of Chintozan. The Aiyu, numbering about 500, under the leadership of Japanese and under the command-in-chief of Lieut. Colonel Hayakawa—few say assuming his rank to have been although he is spoken of as merely a Chief Inspector of Police—moved out at 5 p.m. on the 5th inst. and entered the enemy's territory on the following morning at 8 a.m. after a most arduous march. Thereafter for more than three days they were continuously fighting and advancing. The savages proved themselves exceedingly formidable adversaries. Their intimate knowledge of the ground and their great agility enabled them to take advantage of the abundant cover which presented itself and they were thus able to deliver their fire in virtual security for themselves. The account speaks of them as showing a lizard-like faculty of climbing rocks to discharge their pieces and then disappearing with incredible rapidity. The Aiyu who had advanced during the first 14 hours in absolute silence and without any lights over ground so rough that they suffered many casualties from this cause alone, were actually checked in their forward movement and compelled to entrench themselves in a position which seems to have afforded very poor shelter, being commanded at several points from places available to the enemy. The arrival of re-inforcements numbering 100 men with a machine gun did not meet matters much, for the features of the ground protected the savages almost completely. Lieut. Colonel Hayakawa finally decided, therefore, that the only course offering any hope of success was a resolute charge. This determination was made on the 8th inst. but exactly when it was put into operation the account does not indicate. At all events the morning of the 9th saw the Aiyu in complete possession of the savages' stronghold on the heights of Chintozan. It had been a costly charge. Out of the 500 men who made it 130 had fallen, including their gallant leader, Hayakawa.

As the result of a conference of the heads and chief officials of the meteorological observatories of the Japanese empire, which was held some time ago, the Central Observatory have decided to establish storm signal stations at various points on the coasts of the empire for the convenience of coastal navigators. The expenditure is to be borne by the Government, and the observations made at the new stations will be directly reported to the Central Observatory. It is in contemplation to start the work in July or August next.—"Kobe Herald."

## CHAMBERLAIN'S PAIN BALM.

It is an antiseptic liniment and prevents blood poisoning resulting from a cut or bruise. It also causes the parts to heal without maturation and its much less time than when the usual treatment is employed. For sale by all chemists and druggists.

## NOTES FROM THE NORTH.

(By P. R. N.)

TIENTSIN, June 18.

The Chinese Engineering and Mining Company, Ltd., has within the last few months started on a new career and lease of activity by means of an extensive and most up-to-date electrical plant which is expected to, and has already proved itself capable of greatly increasing the output and consequent profits of the concern. On the 15th this plant was publicly and formally opened in the presence of a large and representative party of guests invited for the occasion by the Agent and General Manager, Major Nathan, who is as popular here as his brother Sir Matthew was in Hongkong. A special train was chartered to convey the guests from Tientsin to Tengkuan leaving here at 8 in the morning, and an animated scene presented itself at Tientsin station as the party embarked. Everyone appeared to be greatly surprised at being on time, for social Tientsin does not usually take its walks abroad before ten o'clock, and an eight o'clock departure meant breakfast at seven. Most of the visitors were reminded pretty frequently that they had breakfasted at seven before the meridian was passed, as it was nearly one before the welcome clink of glass and plate struck on our ears.

Tengkuan is not a place that most people would seek out for a pleasure trip, for it has the distinction of being both the hottest and coldest spot in these districts, but on Saturday the heat was pleasantly tempered by clouds and there was so much of interest to see and hear that for the nonce one felt a genuine pleasure in being there. The C. E. and M. Co. have acquired all the workshops of the railway which are large and complete. New Railway stores and workshops are being built on the opposite side of the line and will be very spacious and handsome buildings when completed. To the old workshops have been added the works of the Mining Company crowned by the new electric plant buildings, so that now the area covered by their works is very extensive. On alighting at the works, the train being carefully and slowly taken up the light rail siding to obviate the necessity for a long and tedious walk from the station, an inspection of the two shafts with their cages was made, the boiler house, and pumps being also visited. The contrast to these somewhat dirty departments was all the greater therefore when we entered the new electric power house which is fitted with white tiles and appeared quite residential in its style and span. Gleaming copper, shining steel, brass and lacquered iron or enamel, mystery profound to the uninitiated mind, but sparkling, scientific machinery which commands respect and admiration. The machinery was set going by the wife of one of the chief engineers, and for a time all present watched the rapid evolution of the wheels and cylinders fascinated, and then an adjournment was made to the tiffin tent at the pit's mouth.

Major Nathan is a charming host and made everyone comfortable and the meal was a thoroughly enjoyable one. Towards the close of the day he made a speech in which he spoke of his native land and how he had been in his native land for many years, but which was couched in the happy straightforward phrasology which is characteristic of the man. Our host said:

"Ladies and Gentlemen, I shall not detain you with a long speech, as I feel sure that you would prefer to spend the short time you have available in Tengkuan to-day in seeing what there is to be seen rather than in listening to speeches."

"I have to thank you all for your presence to-day on an occasion when appears to me not without interest to both the foreign and Chinese communities of Tientsin and North China. (Hear, hear.)"

"There is no doubt that the welfare of a country, as witness my own, largely depends on the coal supply. In most of the European countries and America coal has been worked on an enormous scale for a long period of time; but in China where practically no cheap method of transport existed the working of coal up to quite recently has only been undertaken in a small way by Chinese methods to meet local requirements."

"To-day we see as a contrast a mine equipped with machinery and plant which experts will tell you are as modern as can be seen in any mine in the world. (Hear, hear.)"

"The result of this will undoubtedly be an increase in the coal producing power of North China which is bound in time to react with beneficial results on all the industries of the country."

"To see these industries prospering and advancing in the wish of us all, tending as they do to the general happiness and peacefulness of the people. (Hear, hear.)"

"It gives me personally great gratification to have been in any way connected with the advancement of an industry on which so much depends, and I trust, ladies and gentlemen, that you will have to-day with a feeling that what you have seen is a sign of advancement and progress tending to the good of all. (Cheers.)"

I hear on good authority that the negotiations between Major Nathan, on behalf of the London Board and the Chinese officials are proceeding very cordially and though Chang Yen Mao was not present on the occasion of the opening as some hoped he would be, there seems every prospect that before long some satisfactory modus operandi will be arranged which will give the Chinese little cause for legitimate complaint. It is to be feared, however, that

the old foolish idea still exists that the company can be recovered for the Chinese entirely, and in proportion as they see the work progressing their anger increases to think that its profits are beyond their reach.

The Viceroy here is now starting a rival concern in a coal mine at Lunghow with Government funds. It will be interesting to see what comes of it and whether even if they get similar plant, which is doubtful, they can or will make it pay. I expect to get the regulations and particulars of the new concern into my hands in a day or two.

The mutiny which broke out on the Ash-taba was happily a much less serious matter than at first reported and the most serious feature is the inconvenience which the vessel has been put to by the loss of its crew or the greater part of it in a place where it is difficult or impossible to replace it, for the city authorities to whom the men have been handed over are not in the least likely to insist on their fulfilling their contract.

## DEAR RICE.

(From a Correspondent.)

CANTON, June 27.

Since the reports have been heard that the coming rice crop is not likely to be a good one, rice has again gone up in price. This is a sad blow to the common people who have as much as they can do to find the money to supply their daily needs. What influence the rice-merchants have in this sudden rise, we are unable to say, but there must be a grave danger to them and their stores, if they are trying to corner the market, for the mood of the people in some districts at any rate is such that they will not submit to any oppression at the hand of merchants in order that they may enrich themselves, though they, as a rule, patiently submit to what they call the "will of heaven."

## SPORTING.

## Home Cricket.

A plumed correspondent, who is evidently a keen follower of cricket, referring to our remarks on A. E. Trot's bowling feat of last month, asks:—"Why in your present praise did you not call attention to a following feat? In 1883 in the Surrey v. Yorkshire match Pease (the Yorkshire bowler) took eight wickets for five runs." He also expresses the belief that Pease's record has never been equalled in a first-class match and refers to Rhodes' bowling against Nottingham in 1901, when the Yorkshireman took six wickets for four runs.

Both are remarkable records but hardly be compared with Trot's. The most remarkable part of Trot's record is the fact that he did the "hat trick" twice in one innings, not that he took seven wickets for twenty runs. Pease's record does not find a place among Wisden's bowling feats, though it deserves it, but it is safe to assume that Trot's will be found in next year's edition. However, we thank our correspondent for his courtesy in directing our attention to it.

## Bowls.

LONDON, May 30. Yesterday, the New Zealand bowlers were defeated by Muswell Hill, the latter team scoring 45 to their opponents' 36. In the evening the Lord Mayor of London, Sir Wm. Parry-Trevelyan, entertained the New Zealanders at tea in the Mansion House.

## THE JAPANESE QUESTION IN SAN FRANCISCO.

## Proposed Action Against the Municipality.

A San Francisco message to the Japanese paper "Asahi" states that with the indirect assistance of the Federal Government and the Japanese Consulate, the proprietors of the Japanese restaurants in San Francisco which were damaged by the rioters, have decided to bring an action against the San Francisco Municipality for damages.

The message further states that a report that Baron Kaneke will replace Viscount Aoki, as Japanese Ambassador at Washington, is taken in San Francisco as a sign of a change in the policy of the Japanese Government in dealing with the United States.

The Council of the Daido Club, an association of members of the Diet, adopted the following resolution on Tuesday concerning the Japanese question in the United States:—"The existing deep friendship between Japan and the United States has not been created in a single day. It is the result of the working of a profound sympathy mutually recognized for years. It is recognized by the national opinion of both Japan and the United States that the harmonious co-operation of the two countries is essential for the development of civilization, and the guarantee of peace in East Asia. Unfortunately a section of the people on the Pacific coast of the United States—contrary to the laws of their country—have been constantly perpetrating outrages on the Japanese, and have long this state of affairs which is a disgrace to the nation. The Japanese people are deeply grieved by the action of these disorderly people and are determined to maintain the principles of President Roosevelt and the American people, who are acting under the guidance of the principles of fair play and humanity, and that they feel ashamed that such acts should have been committed by Japanese. We hereby deplore the fact that our Government, acting slowly and indolently, has missed opportunities for taking decisive action in the matter."

"We urge our Government to take into consideration the present situation in East Asia, and the good friendship existing between Japan and the United States, and to take immediate measures for the prompt solution of the difficulty; and we hope that the President and people of our fair neighboring country will satisfy our wishes."—"Japan Chronicle."

## OUR SCOTTISH LETTER.

(From Our Correspondent.)

Edinburgh, May 31.

The General Assemblies of the great Presbyterian Churches have met and separated. It is difficult for one who has not had the good fortune to be born on the north side of the Tweed to be made to understand how important these meetings are to the great majority of Scotsmen, and how keenly their proceedings are discussed all over the country, in cottages, in tenements, and in halls. Indeed, it is impossible to explain to the mere Englishman why our newspapers should be filled from day to day for a whole fortnight with huge slabs of clerical eloquence, to the great disturbance of the regular supply of general news. But our May meetings are now happily all over; the black coats have gone back to their several parishes in the Highlands and Lowlands; and the morning broadsheets are once more the chronicles of more interesting if more purely worldly politics and affairs.

The Lord High Commissioner to the Church of Scotland has also taken his departure. The "Historic mile" from the Abbey to the Castlehill, up the Canongate and High Street and Lawnmarket, no longer resounds to the clatter of the cavalry escort as his Grace's carriage rumbles over the granite pavement. The Palace of Holyrood is again left to its customary quiet, and there will be no more loved and dimly and courtly ceremonies until another spring comes round and another Assembly calls the ministers and ruling elders to the streets of Auld Reekie.

For once in a way, the ecclesiastical parliaments have had quiet meetings, and there has been "peace in Zion." The broadening effect of modern thought has found an echo in the Established Church, and the first steps have been taken to relax the hard and fast subscription required of ministers to the Confession of Faith. There were no big horey hays, and there was an agreeable absence of cases of discipline. But the outward feature of the fortnight was the friendly relations between the Churches and the Volunteers "over the way"—for only the breadth of a street separates the meeting places of the two dominations. The Churches actually recognised each other's existence in a brotherly fashion, and no denunciatory references were made to those who met in "another place." There was a movement towards Union in the air; although, as I have already written to you, it will be a long day before anything like corporate Union is possible. Still, there were efforts towards co-operation, and that is a vast change on the old state of matters. The laymen were prominent in this new departure. The Master of Polwarth, Lord Balfour of Burleigh, Lord Overstone, Mr. John Gulland, M.P., Colonel Cadell—a doughty soldier who won the V.C. before the walls of Delhi in 1857—and other ruling elders on both sides, spoke words which will have a good effect towards peace, or at least a truce in the immediate future.

The most remarkable incident was the visit to the U.F. Assembly of that staunch Churchman, Lord Balfour of Burleigh, in his capacity as chairman of the Representative Committee recently formed to deal with the appointment and distribution of Presbyterian Army chaplains. Nothing could exceed his friendly reception at the hands of the rival Church.

It was impossible, of course, but that in the course of the many meetings things should be said which were not in keeping with the finer spirit—which in fact might retard the Union which most of us have in our hearts. Still, we have hopes of better things, and say to all sinister anticipations—*Adieu*!

The Scots Greys are "off to the wars" in the friendly Athol country of Perthshire. These manoeuvres were a sop thrown by Mr. Haldane when he issued his orders that all cavalry should be removed from Scotland. But the result will possibly be a revival of the agitation he sought to avert. At every stopping place on their march to the Highlands, the Greys were feted by the people.

The following incident was noted when they were completing their route march to Blair Athol. Every hamlet had its welcoming groups, but for two of the Tommies was reserved the pleasant courtesy of a warm-hearted old woman, who from her cottage door hailed the "lads" with—"Eh, ye are somebody's laddies—will ye no' hae a cup o' tea?" Who would have refused such hospitality? The "Bib bledies" were there all ready,—"jam pieces" as well; and the two Tommies in the rear were heartily grateful.

The manoeuvres will be divided into two parts. The first will be taken part in by the Scots Greys, the 18th Hussars from York, the Lovat Scouts, the Scottish Horse, and the Fife and Forfar Imperial Yeomanry. The second part will be confined to the Greys and Hussars, with the Highland Light Infantry and the Seaforth. The object will be to exercise the cavalry as far as possible in the tactics required when fighting in a hilly country. The operations will include two realistic days of field firing, when the gunners will use live shells. The troops will be supplied with ball ammunition, positions will be entrenched, and these will be attacked in real warfare, dumfries being placed in the trenches.

It is probable that an engagement on a large scale will be fought on historic Sherifmuir, and it is interesting to remember

that in that old-time battle the Greys took a large part. About 1823, also, the Greys were sent North to Strathbrann as an escort to gaugers who were searching for smugglers. On that occasion the inhabitants showed fight, and the regulars got the worst of it. When the regiment was entertained at Inver the other day, Lord Tullibardine showed a memento of that episode in the shape of a brass-mounted flint-lock horse pistol taken from one of the Greys by a man called Stewart or McTain Buidhe.

The original order to Captain Robert Campbell of Glenlyon signed by R. S. Duncanson, giving instructions for the extermination of the Clan Macdonald, and which resulted in the famous massacre of Glencoe, has been sold for the large sum of £1400.

Another reckoning has been made of the total amount of money in hand towards the restoration of the Auld Brig o' Ayr, and it is now put at £10,205.

An action has been raised by the widow and children of the late Mr. Black, M.P. for the County of Banff, against the North British Railway Co. Mr. Black was one of the many victims in the railway disaster at Elliot Junction, near Montrose, and which took place in the midst of the wild snow storm at the end of last year. The damages are bid at over £20,000.

Professor Mackintosh relates the following in his just published book on "Principal Rainy." During the early days of Mr. Gladstone's Home Rule policy, Dr. Rainy was present in an Edinburgh drawing-room where John Price Hughes was putting forth his soul in commendation of the new departure. All the opposition was "Want of faith in God—want of faith in God." Rainy could not refrain from picking the bubbles. "With some of us Mr. Hughes, it has rather been want of faith in the Irish."

Mr. Keir Hardie, M.P., is wrought with the people who persist in saying that he has totally broken down. A matter of fact, the militant Socialist Scotsman is at present busy playing golf at Skerrow in the West. Before going on the links, he removes shoes and socks, and does his round in sandals and armed with a single club. He asks, "Does this look like dying?"

Impressive services marked the funeral of the Rev. Dr. John Watson—"Jan Macdonald"—at Liverpool. The company present represented all creeds and professions, and classes. At the conclusion of the services at the graveside, the pipes of the Liverpool Scottish Volunteers played the Highland Lament. "Localities no more." "Jan Macdonald" is said to have left a posthumous novel. Graham of Claverhouse is the hero, and it will be surprising if Dr. Watson, a clergyman of the Presbyterian Church, with an admiration for the Puritans and their struggle for civil and religious liberty, will have taken Scott's Claverhouse for a model. The romance, we are told, is occupied with love intrigue, and adventure. "Claverhouse" is the central figure, and the heroine is a metesome Highland beauty with the very Lowland name of Jean Cochrane.

It has long been known that important manuscripts connected with the last Jacobite Rising had been left by David Lord Elcho, who, but for an untimely wound, would have succeeded as the fifth Earl of Wemyss. These papers have hitherto been available to few. Lord Elcho's narrative is now published for the first time by Mr. Evan Charteris—"A Short Account of the Affairs of Scotland from the year 1744, 1745, and 1746." Mr. Charteris has not given us the text of the journal, which, it is hoped, will some day be printed, but he has prefaced the narrative with an admirable memoir, compiled principally from the journal. There is something grimly pathetic in the story of the life of this lonely Scotsman—clan heritor, attainted, and rebuffed, filled with an insatiable longing for home, but condemned to forty-one years of weary exile for a cause which he had abjured and a leader whom he despised. In regard to this Lord Elcho, Sir Walter Scott wrote that after Clifton, when he was charged with his horse and rode off the field, Lord Elcho called after him, "There you go for a damned cowardly Italian," and never would see him again.

This week's story—"The Rev. Dr. John Gillespie of Monawald has been elected to the coveted office of one of the clerics of the table of the General Assembly." He tells many stories of other people, many stories are told of him, and doubtless the following will appear in his next book of Scottish anecdotes. When he was on a visit to the South the other day, he had to make a posthumous eulogy, and in the course of his remarks he said that he had attended many dinners in his time, but that this was the last occasion upon which he had had the honour of replying for the Church of Scotland in the City of London. Next day, the Reverend divine was somewhat astonished, though he has been too liberally endowed with the saving grace of humour to be offended, to see in one of the London dailies a quarter page representation of himself, in which the proprietor wrote the last is usually worn, while below were the sardonic words:—"Rev. Dr. Gillespie, 'I have attended many dinners in my time.'"

## GERMANY'S SHIPPING PROGRESS.

LONDON, May 27th.—In connection with the sixtieth anniversary of the foundation of the Hamburg-American Shipping Company, German newspapers are busy with emphasis that the company far surpasses, in the extent of its operations and the number and tonnage of its ships, all its British rivals.

These journals go on to claim that the ships of the Hamburg-American line are now trading in waters which are until recently British preserves. They refer particularly to the Australian, Chinese and Indian trade.

## SOMETHING EVERY FAMILY SHOULD KEEP.

MR. L. P. Turner, of Grayville, Natal, has used Chamberlain's Colic, Cholera and Diarrhoea Remedy successfully in his home and writes the manufacturers of this medicine as follows:—"We are never without this remedy in our home and it certainly deserves success as it is worth more than you claim for it. For pain in the stomach, diarrhoea or infantile cholera, this remedy has no equal. It has been used in many serious and dangerous cases and has never been known to fail. For sale by all chemists and druggists."

## The ROBINSON-PIANO-COMPANY, Ltd.

## THE MINIATURE GRAND BY 'STEINWAY' is a work of creative art which stands alone—uniquely THE BEST.

## PIANOS by all other Leading Makers FOR SALE OR HIRE At PRICES consistent with quality and BASED ON PRESENT RATE OF EXCHANGE.

## THE SAN FRANCISCO SCANDALS.

LONDON, May 30th.—A Californian grand jury has found true bills against 80 persons charged with bribery in connection with the public services of San Francisco. Those indicted include Eugene Schmitz (Mayor), Abraham Ruef (the notorious "boss"), Patrick Calhoun, John Calhoun (president of the United-Railways Company of San Francisco), John Ford, William Abbott (editor of the United-Railways Company), J. Glass (president of the Pacific States Telephone Company), and F. Halsey (a former agent of the Pacific States Telephone Company).

Bills of £2,000 has been allowed on each indictment.

Merchants, manufacturers and property-owners in San Francisco have formed a committee of 75 members to endeavour to remedy existing objectionable conditions in the city and to check the forces of disorder and lawlessness which are looting.

LONDON, May 31.—Forty thousand men in San Francisco are unemployed, owing to the capital for the reconstruction of the city not being forthcoming.

## INDIAN OUTLAYS.

Vancouver, B.C., May 17.—Eight Indians, one a murderer and all self-declared outlaws, are defying the provincial police from a mountain fastness away up in the head waters of the Skeena river, Simon Chan, a Neke, who killed a white man named McIntyre, last August, was joined by his father and mother and another Indian. Lately, two new recruits have been added to the outlaw camp, a brother and sister of the murderer.

If Simon had given himself up, many declare he could have been acquitted, for the unwritten law is strong among British Columbians, and the murdered man boasted openly that he had come to Simon's tent while the latter was away on the hunt and kidnapped his wife. When Simon Chan returned he went out looking for his brother-in-law. He shot McIntyre dead. Simon took to the woods. His sent word to the police that he would fight to the death. Last October the mountains sagged under him and two Vancouver policemen spent the most of the winter trying to track him. Every Indian in the country tried to put the officers off the scent. When the policemen were suffering all sorts of privations out on the mountains, Simon was sure to be enjoying himself within a stone's throw of his old home in the village of Klappan. And when the officers waited for him to come in he always stayed away.

If Simon had given himself up, many declare he could have been acquitted, for the unwritten law is strong among British Columbians, and the murdered man boasted openly that he had come to Simon's tent while the latter was away on the hunt and kidnapped his wife. When Simon Chan returned he went out looking for his brother-in-law. He shot McIntyre dead. Simon took to the woods. His sent word to the police that he would fight to the death. Last October the mountains sagged under him and two Vancouver policemen spent the most of the winter trying to track him. Every Indian in the country tried to put the officers off the scent. When the policemen were suffering all sorts of privations out on the mountains, Simon was sure to be enjoying himself within a stone's throw of his old home in the village of Klappan. And when the officers waited for him to come in he always stayed away.

If Simon had given himself up, many declare he could have been acquitted, for the unwritten law is strong among British Columbians, and the murdered man boasted openly that he had come to Simon's tent while the latter was away on the hunt and kidnapped his wife. When Simon Chan returned he went out looking for his brother-in-law. He shot McIntyre dead. Simon took to the woods. His sent word to the police that he would fight to the death. Last October the mountains sagged under him and two Vancouver policemen spent the most of the winter trying to track him. Every Indian in the country tried to put the officers off the scent. When the policemen were suffering all sorts of privations out on the mountains, Simon was sure to be enjoying himself within a stone's throw of his old home in the village of Klappan. And when the officers waited for him to come in he always stayed away.

## THE LATE DUMA.

## Rescript of Dissolution.

The Imperial Rescript dissolving the Duma had the following purport:—"The majority in the Duma have either rejected or deferred drafts of nationally important laws and budgets; have opposed the discharge of their duties by the Ministers of the Crown, have made the Assembly an instrument for disputing with the Government, have also sympathized with offenders who plotted disturbances, have obstructed the discussion of this question, and have shown themselves unwelcome to combine with the Government in the cause of the Motherland." The cause of the failure of the first and second Dumas having been the incompleteness of the Law of Election, the amendment of the latter became necessary, but, inasmuch as this amendment could not be effected without the consent of a defective Duma, it will be accomplished by an exercise of the Imperial Prerogative. The next election will be held on the 1st of September and the Duma will be convened on the 6th of November. The amended law will preserve the election of pure Russian subjects, who are nobles, large landed proprietors, or men of property, but will abolish the election of aliens, and will abolish the special privilege of the peasants to send up members from their order. There will also be a notable reduction of the members representing Poland, the Caucasus and Siberia, and the law of election will not extend to Turkistan. The total membership of the Duma will be 423, instead of 422 as it is at present.—"Japan Mail."

## LINGERING COLDS.

THE longer a cold hangs on, the more it endangers the system. Do not run the risk of an attack of pneumonia by neglecting it. Chamberlain's Cough Remedy will cure your cold and all danger from this disease will be avoided. For sale by all chemists and druggists.



## Shipping.

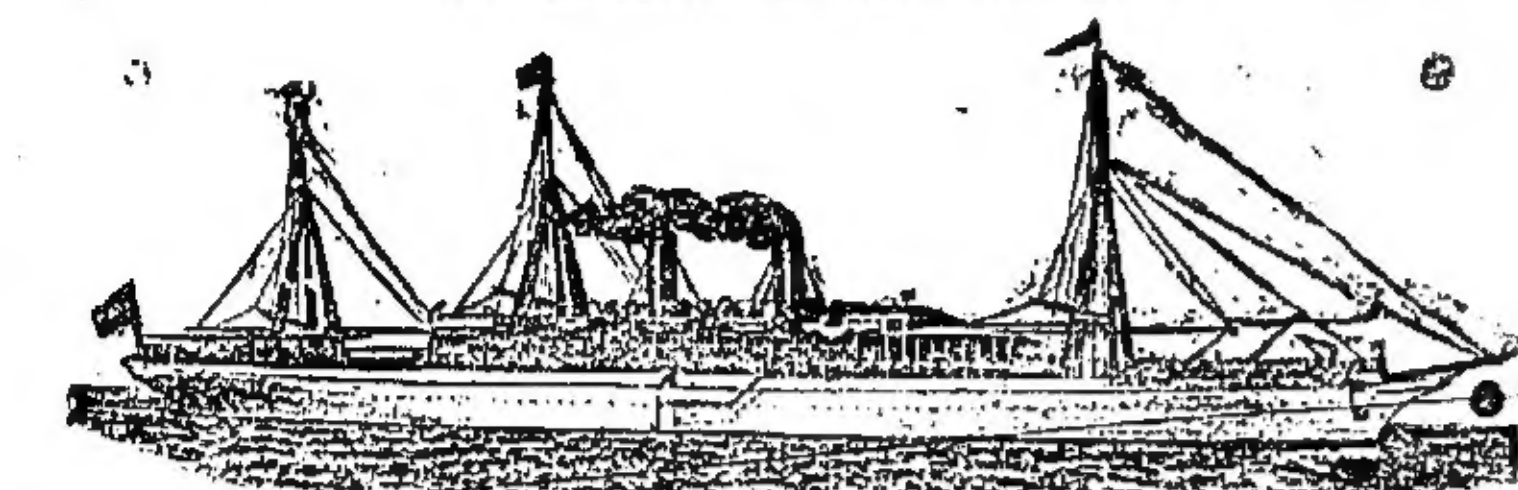
## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL ON	REMARKS.
SINGAPORE, COLOMBO & SOLOMONA	DEVANHA	29th June	Daylight, Freight only.
BOMBAY	Capt. W. R. HICKINSON	29th June	
MARSHALLS & LONDON	DEVANHA	June 29th	See Special Advertisement
SHANGHAI, MOJI, KOBE, AND YOKOHAMA	Capt. C. D. GILBERT	July 1st	Passage.
SHANGHAI	DELHI	July 1st	Freight and Passage.
LONDON & ANTWERP	SVRIA	July 1st	Freight and Passage.

E. A. HEWITT, Superintendent.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



## LUXURY—SPEED—PUNCTUALITY.

The only Line that maintains a Regular Schedule Service of 11 Days across the Pacific to the EMPRESS LINE. SAVING 5 to 10 Days Ocean Travel.

PROPOSED SAILINGS.	(Subject to Alteration.)	LEAVE HONGKONG	ARRIVE VANCOUVER
EMPRESS OF CHINA	8000 Tons	Thursday, July 4	July 22
ATHENIAN	3382 Tons	Wednesday, July 17	Aug. 10
EMPRESS OF INDIA	6000 Tons	Thursday, Aug. 1	Aug. 19
MONTEAGUE	6163 Tons	Wednesday, Aug. 14	Sept. 7
EMPRESS OF JAPAN	6000 Tons	Thursday, Aug. 29	Sept. 16
FAIRFAX	4425 Tons	Wednesday, Sept. 11	Oct. 6

THE JULESS route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA AND VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's new palatial 'EMPRESS' Steamships, 14,000 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

Hongkong to London, 1st Class, via S. Lawrence £80. via New York £82. Intermediate on Steamers, £40. " " £42.

R.M.S. MONTEAGUE, FAIRFAX AND ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Freight Agent for China.

CORNER PRINCE STREET and FRANK, Opposite Bank Hotel.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSHALLS, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KANAGAWA MARU, Capt. N. Ohno, Tons 6189	WEDNESDAY, 10th July, at Daylight.
VICTORIA, B.C., AND SEATTLE, WASH., via SHANGHAI, MOJI, KOBE & YOKOHAMA	WAKASA MARU, Tons 6265	WEDNESDAY, 24th July, at Daylight.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU, Capt. T. Harrison, Tons 3817	FRIDAY, 12th July, at Noon.
GENOA, LONDON, ANTWERP, via MANILA, SINGAPORE, COLOMBO, SOERABAYA AND PORT SAID	NIKKEO MARU, Capt. E. W. Haswell, Tons 5639	FRIDAY, 9th August, at Noon.
BOMBAY, via SINGAPORE, PENANG, MADRAS AND COLOMBO	COLOMBO MARU, Capt. C. A. Lee, Tons 4709	SATURDAY, 6th July, a.m.
KOBE AND YOKOHAMA	KAGESHIMA MARU, Capt. T. Arakawa, Tons 4296	MONDAY, 1st July, p.m.
NAGASAKI, KOBE AND YOKOHAMA	SADO MARU, Capt. Geo. Anderson, Tons 6627	SATURDAY, 29th June, a.m.
	NIKKEO MARU, Capt. E. W. Haswell, Tons 5639	WEDNESDAY, 10th July, at Noon.

\* Calling at Kure, etc.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

## GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

## MINNESOTA

26,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA' Captain C. F. AUSTIN. On WEDNESDAY, 31st July, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

Luxurious Passenger Accommodations—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of trans-Pacific cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

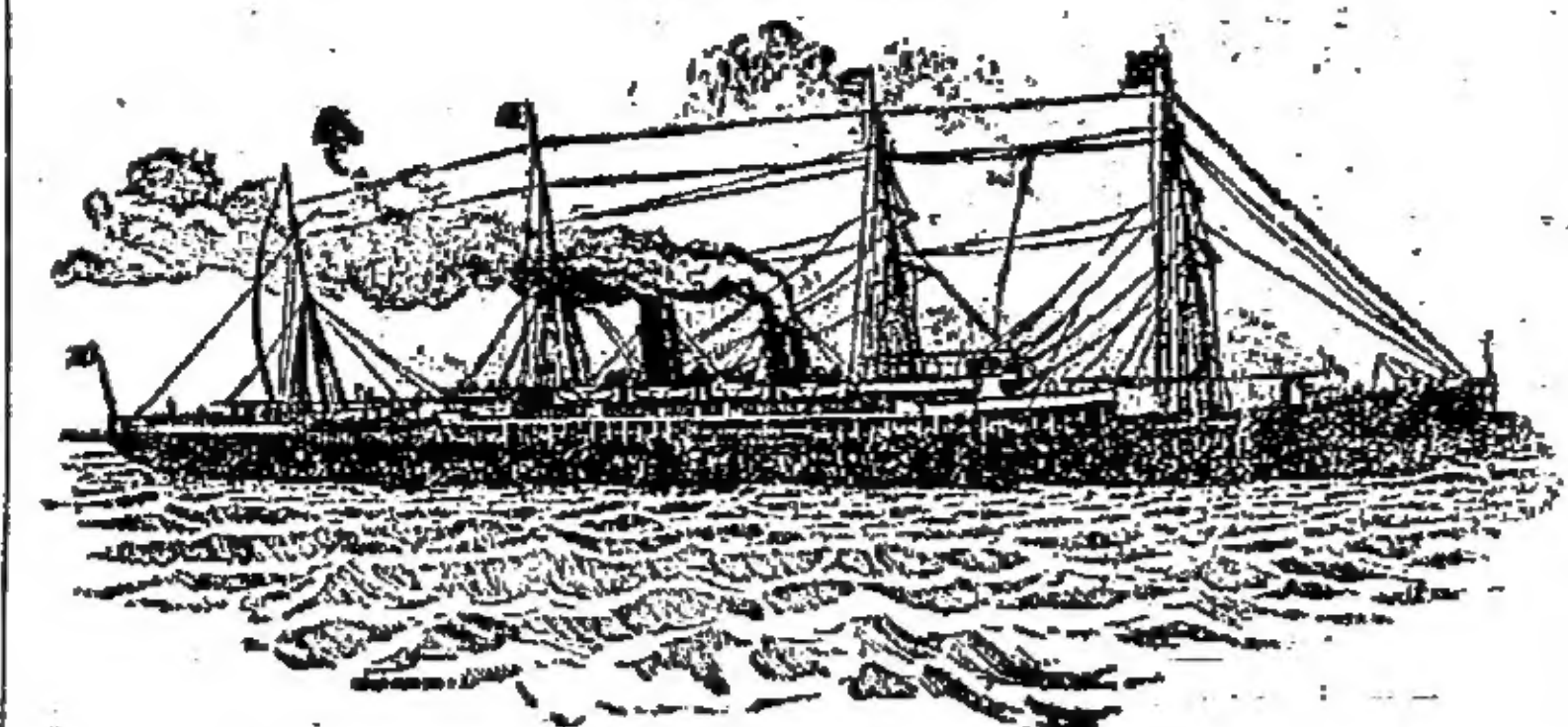
For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, Agents.

## Shipping.

## PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA, U.S. MAIL LINES.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE:



## SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES.
MONGOLIA	27,000 Tons, TUESDAY, 2nd July, at Noon.
FRANCONIA	11,000 " " TUESDAY, 9th July, at Noon.
DORIS	9,000 " " SATURDAY, 20th July, at Noon.
COPTIC	9,000 " " SATURDAY, 27th July, at Noon.
HONGKONG MARU	11,000 " " TUESDAY, 6th Aug. at Noon.
KOREA	18,000 " " FRIDAY, 16th Aug. at Noon.
AMERICA MARU	11,000 " " SATURDAY, 24th Aug. at Noon.
SIBERIA	18,000 " " SATURDAY, 31st Aug. at Noon.
CHINA	18,000 " " SATURDAY, 7th Sept. at Noon.

Yokohama to San Francisco, via KOREA, 18,000 tons, September 16-27th 1906; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, via SIBERIA, 18,000 tons, August 16th-20th, 1906; 4 days, 19 hours.

San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu on route, August 18th-31st, 1906, 13 days, 13 hours.

Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1906; 10 days, 10 hours and 29 minutes.

THE P. M. Steamship MONGOLIA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA AND HONOLULU, on TUESDAY, the 2nd July, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

## PORTLAND &amp; ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, KEELING, MOJI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	Tons.	CAPTAIN.	TO SAIL ON.
NUMANTIA	4371	H. FELDTMANN	July 15, at Noon.
ARABIA	4483	MEZENTHIN	Aug. 7, at Noon.
ALBIA	5187	JOHN ERNST	Sept. 4, at Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

## CHINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL
CEBU & ILOILO	SURGIANG	July 29, at 4 p.m.
SWATOW & SHANGHAI	KUKIANG	July 1, at 4 p.m.
YOKOHAMA & HAIKONG	CHUI	July 2, Daylight
MANILA & SHANGHAI	TAIHO	July 2, at 4 p.m.
TSINGTAO, CHEFOO & NEWCHOW	KWEIYANG	July 3, at 4 p.m.
SWATOW, CHEFOO AND TIENTSIN	KUEICHO	July 4, at 4 p.m.
NINGO AND SHANGHAI	FOOCHOW	July 4, at 4 p.m.
SWATOW & SHANGHAI	SHAOHING	July 6, at 4 p.m.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COORATOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHANGSHA	July 10, at 4 p.m.
YOKOHAMA AND KOBE	CHINGTU	July 11, at 4 p.m.

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon and Cabin—Electric Light—Perfect Cuisine—Surgeon and Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
ROBI	2540	R. W. Almond	Manila	Saturday, June 29, at Noon.
ZAFIRO	2540	A. Fraser	Manila	Saturday, July 6, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

## HONGKONG—NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

## Shipping.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL.
SINGAPORE, PENANG AND OALCUTTA	NAMSANG	FRIDAY, July 5, at 3 p.m.
MANILA	LOONGSANG	FRIDAY, July 5, at 4 p.m.

## REDUCED FARES TO STRAITS &amp; CALCUTTA.

Hongkong to Singapore 1st-Class Single	\$ 65	Return \$100
Penang " " "	85	130
Calcutta " " "	165	260

\* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chiofo, Tientsin, Newchwang, and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

155

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	To SAIL.
NAPLES, GENOA, GIBRALTAR, SOUTH AMPTON, ANTWERP AND BREMEN	ROON, Capt. G. Meiners.	WEDNESDAY, 3rd July, at Noon.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	PRINZ LUDWIG, Capt. v. Binzer.	WEDNESDAY, 3rd July, at Noon.
MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE	MANILA, Capt. Minssen.	THURSDAY, 18th July, at Noon.
KUDAT AND SANDAKAN	BORNEO, Capt. F. Sembill.	SUNDAY, 30th June, at 9 a.m.

For further Particulars, apply to

Norddeutscher Lloyd, MELCHERS & CO., General Agents, Hongkong & China.

769

## EASTERN &amp; AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship ALDENHAM, Captain Hood, will be despatched as above on SATURDAY, the 29th June, at Noon.

This Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. The Steamer is installed throughout with Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, June 4, 1907. 772

## MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, METZELAN and BLACK SEA Ports.

THE Steamship SYDNEY, Captain BARRELL, will be despatched for MARSEILLES on TUESDAY, the 9th July, 1907, at 1 p.m.

Passage Tickets and through Bills of Lading issued for above ports, and for Australia with prompt transshipment at Colombo.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—

S.S. ERNEST SIMONS, July 23, 1907.

S.S. TONKIN, Aug. 6, 1907.

S.S. SALAH, Aug. 20, 1907.

S.S. PORTSAINT, Sept. 3, 1907.

S.S. TOURNAI, Sept. 17, 1907.

S.S. AUSTRALIAN, Oct. 1, 1907.

G. DE CHAMPEAUX, Agent.

Hongkong, June 25, 1907. 1089

## TOYO KISEN KAISHA SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLAO AND IQUIQUE, via JAPAN PORTS (Karatsu, Kobe and Yokohama).

With Option to Call at Mexico and other Coast Ports.

Steamers Tons To SAIL

KASATO MARU 8100 End of Sept.

PARA 4000 July 18, at Noon.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

R. MATSUDA, Manager, Yokohama Building.

Hongkong, April 15, 1907. 215

## Shipping.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY & POOCHOW.

THE Company's Steamship HAITAN, Captain J. S. ROACH, will be despatched for the above Ports on SATURDAY, the 29th inst., at Noon.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & Co., General Managers.

Hongkong, June 25, 1907. 1093

## FOR MOJI.

THE Steamship UJINA MARU, Captain K. WANI, will be despatched for the above port on SATURDAY, the 29th inst., at Noon.

For Freight, apply to

MITSUBI BUSSAN KAISHA, Agents.

Hongkong, June 25, 1907. 1070

## NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

FOR KUDAT AND SANDAKAN, Taking Cargo at Through Rates to TAWAU, LAHAD DATU, LABUAN, JOLO AND MENADO.

THE Steamship BORNEO, Captain F. SEMBIL, (ready to load on Saturday, the 29th June), will leave on SUNDAY, the 30th June, at 9 a.m.

For Freight or Passage, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, June 26, 1907. 1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073

1073



# Shipping.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS FOR  
MARSEILLES & LONDON,  
TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due at	Due at
to	Hongkong	from Colombo to	Marseilles (Brindisi 3 days earlier)	Plymouth (London 1 day later)
DEVANHA-8000	June 29	through steamer	July 27	Aug. 3
ORINA-8000	July 13	MOOLTAN-9000	Aug. 10	Aug. 17
DELIA-8000	July 27	MACDONALD-10500	Aug. 25	Sept. 1
ARADIA-8000	Aug. 10	HIMALAYA-7000	Sept. 8	Sept. 15
MARMORA-10500	Aug. 24	MOLDAVIA-9000	Sept. 22	Sept. 29
DELIA-8000	Sept. 7	INDIA-8000	Oct. 6	Oct. 13
MAITA-8000	Sept. 21	MONGOLIA-9500	Oct. 20	Oct. 27
DELIA-8000	Oct. 5	VICTORIA-7000	Nov. 2	Nov. 9
COEANA-8000	Oct. 19	BEITANNA-7000	Nov. 16	Nov. 23
DELIA-8000	Nov. 2	MOOLTAN-9000	Nov. 30	Dec. 7
DEVANHA-8000	Nov. 16	ORINA-8000	Dec. 14	Dec. 21
DEVANHA-8000	Nov. 30	HIMALAYA-7000	Dec. 28	1908, Jan. 4

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.  
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.  
In addition to the above Mail Steamers the following—

INTERMEDIATE (NON-TRANSIT) STEAMERS  
WILL LEAVE FOR

STEAMERS	Leave	Due at
to	Hongkong	London
* SYRIA-7000	July 17	Sept. 2
* SYRIA-7000	July 31	Sept. 16
* SYRIA-7000	Aug. 14	Sept. 30
* SYRIA-7000	Aug. 28	Oct. 14
* SYRIA-7000	Sept. 11	Oct. 28
* SYRIA-7000	Oct. 25	Nov. 10
* SYRIA-7000	Nov. 8	Nov. 23
* SYRIA-7000	Nov. 22	Dec. 6
* SYRIA-7000	Dec. 6	Dec. 20
* SYRIA-7000	Dec. 20	Jan. 3, 1908

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

\* Carries 1st and 2nd Saloon Passengers. + Carries only First Saloon Passengers.

For further particulars, Apply to

E. A. HEWETT, Superintendent.

## OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE  
BETWEEN HONGKONG, SOUTH CHINA  
COAST PORTS AND FORMOSA  
PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

STEAMERS	Leave	Leave
to	for	for
* FUKUSHU MARU	ANPING, Via SWATOW, AND AMOY.	SATURDAY, 29th
SEIKO MARU	FOOCHOW DIRECT.	SATURDAY, 29th
* JOSHIN MARU	TAMSAI, Via SWATOW AND AMOY.	SUNDAY, 30th

\* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidships. Unvalued Table.  
+ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1 Queen's Buildings.

T. ARIMA, Manager

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA B.C. AND TACOMA  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
SHAWMUT	9608	E. V. Roberts	About Aug. 7.
TREMONT	9609	T. W. Garlick	About Sept. 10.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
QUININE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES

\* The Twin-screw s.s. Shawmut and Tremont are fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
For further information, Apply to

Dodwell & Co. Limited,  
GENERAL AGENTS.

QUEEN'S BUILDINGS.

## Notices to Consignees.

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

THE STEAMSHIP TUDOR PRINCE.

FROM NEW YORK.

CONSIGNEES of Cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained. All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 2nd July, at 11 a.m.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd July, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 2nd July, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by ARNOLD, KARBURG & CO., Agents.

Hongkong, June 26, 1907. 1076

UNDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship Nansang having arrived from the above Ports Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., the 28th June, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, June 26, 1907. 1068

NOTICE TO CONSIGNEES.

STEAMER ERNEST SIMONS.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London ex s.s. Cordovan and Mado; from HAVRE ex s.s. Cordovan; from BORDEAUX ex s.s. Verducques and Frederic Morel, in connection with above Steamer, are hereby informed that their Goods, with the exception of Cotton Textiles and Valuable, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 a.m., To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, and Goods remaining undelivered after MONDAY, the 1st July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st July, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 1st July, at 8 p.m. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, June 24, 1907. 1061

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER CHINA.

FROM LONDON, POMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named vessel are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery may be obtained as soon as the Goods are landed.

This vessel brings on Cargo—From London, S.S. ex s.s. Macedonia. From POMBAY, S.S. ex s.s. B.L.S.N. and B. & P.S.N. Company's steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 8 hours.

Goods not cleared by the 2nd July, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees or the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd July, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 2nd July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, June 26, 1907. 1073

'MOGUL' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP PATHAN.

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 a.m., To-morrow.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th July, or they will not be recognized.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 8 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, June 21, 1907. 1048

## EVOLUTION OF THE CARGO STEAMER.

The paper on the evolution of the modern cargo steamer recently read before the Institution of Naval Architects by Mr S. J. P. Thearle is an interesting contribution to shipbuilding literature by one who, though his long connection with Lloyd's, has had exceptional opportunities of becoming familiar with every branch of the subject. As the author pointed out, the progress of the type of vessel has been materially influenced by the introduction of mild steel into shipbuilding. It would be scarcely possible to exaggerate the beneficial influence which the substitution of that material for iron has had upon the development of the cargo steamer. Not only have we had an ideal material to deal with but improvements in the steel-maker's art have resulted in the production of sections more and more suited for the shipbuilder and the ship. He has given us longer, broader, and thicker plates, longer and heavier bars, smoother surfaces, and in every respect better structural materials upon which to work. This improvement in quality and suitability of material has had its influence upon the quality of workmanship, as seen in the fitting together and the riveting. The whole result is that during the 25 years or thereabouts that mild steel has been used in shipbuilding workmanship and finish have been always improving, so that the cargo steamer of today is a better and stronger vessel, both absolutely and also in proportion to her scantlings, than ever she has been before. It remains to be seen whether further improvements will be made in steel manufacture and whether a low priced, trustworthy steel of higher tenacity than is used at present will be produced having all the excellent qualities of the mild steel now employed in shipbuilding. Should such an article be forthcoming, it may be expected that it will further advance will follow in the evolution of the cargo steamer.

The common use of lapped, in lieu of the older fashioned strapped, butts, the now common practice of joggling the edge laps of plating in order to dispense with the use of liners, and the joggling of machinery and beam supports, the order to effect the same results are instances of such modifications which serve the purpose of reducing the weight of the structure without diminishing its strength. These have become possible only in consequence of the excellence of the material used in shipbuilding. On every hand, by means of better machinery and improved ways improvements in the modes of doing the work are being effected, and, at the same time, the cost of production is being diminished. Tramp steamers have not yet been standardized, but successful designs for the purpose are now being duplicated, and we have got as far as the standardisation of the sectional material used in their construction. Whether the time will ever come when tramp steamers will be as like one another in point of dimensions and designs as are Thames barges it is at present impossible to determine; but we have some justification for supposing that the evolutionary changes now in progress are bringing that description of vessel nearer and nearer to a standard ideal.

REVISION OF THE BIBLE

The Pope's Commission.

LONDON, May 21.

The "Times" states that the Pope has entrusted the revision of the Vulgate version of the Holy Bible to the Benedictine Order.

KIDNAPPING IN ASIA MINOR.

LONDON, May 26th.—Recently a band of Greek kidnapers, near Smyrna, the chief support of Asia Minor. The Baron was kept in captivity until a ransom of £5,000 was paid for his release.

NOTICES TO CONSIGNEES.

'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENLARG.

FROM MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd July, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 2nd July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, June 25, 1907. 1062

WEEKLY NEWS FOR HOME.

The Overland-China Mail

Published to suit the Departure of each English and French Mail Steamer to Europe.

FULL REPORTS

AND ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.)

The best paper for posting to friends at home.

517 per Annum (including Postage).

THE CHINA MAIL, LD.

8, Queen's Road Central.

## HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, June 27th, 1907.

At 100 cents per Dollar Mexican.

Butcher Meat.

Beef shloin & prime cut—Mal Lang Pa ... 15 20

Roast—Ham Ngau Yuk ... 20

Roast—Shiu ... 20

Breast—Nagu Lam ... 15

Scap—Tong Yuk ... 15

Steak—Ngau Yuk Pa ... 20

Canton Ngau Lan Strick ... 30

Sausages—Ngau Chung ... 25

Ballock's Brains—Slow ... per set 10

Tongue fresh—Ngau Li ... each 50

Corneal—Ham Ngau Li ... 55

Head—Ngau Tau ... 80

Heart—Ngau Sam ... 12

Hump, Salt—Ngau Kin ... 20

Feet—Ngau Kerk ... each 7

Kidneys—Ngau Yiu ... 10

Tail—Ngau Mai ... 17

Liver—Ngau Con ... 12

Tripe (dressed)—Ngau To ... 7

Jaeger's Head & Feet—Ngau-chai-tau-kak, set ... \$1.00

Mutton Chop—Young Fai Kwat ... 12

Leg—Young Fai ... 24

Shoulder—Young Shau ... 30

Pigs' Chittings—Chi chong ... 24

Brains—Chi Kwau ... per set 2

Feet—Chi Kerk ... 12

Fry—Chi Chak ... 12

Head—Chi Tau ... 12

Heart—Chi Sam ... each 8

Kidneys—Chi Yiu ... 10

Liver—Chi Con ... 12

Pork Chop—Chi Fai Kwat ... 21

Corneal—Ham Chu Yuk ... 22

Leg—Chi Fai ... 22

Fat or Lard—Chu Yau ... 16

Sheep's Head and Feet—Young Tau Kerk set ... 60

Heart—Young Sam ... each 8

Kidneys—Young Yiu ... 10

Liver—Young Con ... 12

Sucking Pig—To Order—Chu Chai ... 16

Suet, Beef—Sang Ngau Yau ... 24

Mutton—Sang Young Yau ... 20

Veal—Ngau Chai Yuk ... 20

Sausages—Ngau Chai Chong ... 20

Poultry.

Chicken—Kat Chai ... 32

Capon, Large, Small—Sin Kai ... 32

Ducks—A ... 22

Doves—Pan Kau ... each 18

Eggs, Hen—Kat Tai ... per dozen 22

Fowls, Canton—Kai ... 34

Hahn—Hol Nam Kai ... 30

Goose, Ngai ... 20

Goose, Wild Shai—Sho Yee Ngai, pair ... 20

Musk Deer—Wong Keng ... each 1

Hare, Shanghai—Yu Chai ... 1

Partridge—Che Kai ... pair 1

Pheasant—Shan Kai ... pair 1

Pigeons, Canton—Pak Kap ... each 30

Holbony—Hol How Pak Kap ... 24

Quail—Um Chan ... 25

Rice Birds—Wo Fa Chuek ... dozen 1

Snipe—Sa Choy ... each 1

Turkeys, Cook—Phor Kai Kung ... 60

Hon ... Na ... 45

Wild Ducks, Shai—Shanghai Sul-pai ... pair 1

Teal—Sui Ai Chai ... 1

Wild Ducks Canton—Sang Shing Sul Ap, es.

Fish.

Barbel—Ka Yu ... 13

Bream—Bin Yu ... 13

Canton Fresh Water Fish—Hol Sin Yu ... 13

Carp—Li Yu ... 18

Catfish—Chik Yu ... 11

Codfish—Miu Yu ... 24

Crabs—Hal ... 16

Cuttle Fish—Mok Yu ... 12



### Vessels Advertised as Loading.

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26

\_\_\_\_\_

## POST OFFICE NOTICES.

A schematic diagram of a two-dimensional lattice. The lattice is represented by a grid of points. A central point is labeled '0'. Points are labeled with integers from -10 to 10. The horizontal axis is labeled 'x' and the vertical axis is labeled 'y'. The lattice is shown as a square grid of points, with the central point being the origin (0,0).

A black and white micrograph showing a dense population of cells, likely lymphocytes, with prominent nuclei. A scale bar is visible in the lower left corner.

100